

ASRS Database Report Set

Cockpit Resource Management (CRM) Issues

Report Set Description.....Crew Resource Management (CRM) inflight situations (conflicts, NMACs, and emergencies).

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....50

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

Time

Date : 199901

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : MOD

State Reference : CA

Altitude.MSL.Bound Lower : 29700

Altitude.MSL.Bound Upper : 31000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Falcon 50

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13459

Experience.Flight Time.Last 90 Days : 77

Experience.Flight Time.Type : 2219

ASRS Report : 426864

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9850

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 2470

ASRS Report : 426693

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Narrative :

THIS WAS A FAR 91 CPR FLT FROM EGE TO SFO. IT WAS THE SECOND FLT OF THE DAY FOR THIS CREW THAT HAD SPENT THE NIGHT IN DENVER. THE ACFT HAD A CREW OF 2 PLTS AND 1 FLT ATTENDANT. WE HAD 4 PAX ON BOARD. I WAS THE PIC AND WAS FLYING THE ACFT FROM THE L SEAT. ALL THE NAV, AUTOPLT, FMC, TCASII, AND RADIO COM SYS WERE OPERATING NORMALLY. THE WX WAS CLR AND WE HAD A TAILWIND, WHICH WAS UNUSUAL FOR OUR DIRECTION OF FLT (W) AND ALT (FL350). OUR ROUTING WAS CONFIRMED AS DIRECT TO OAK WITH A MODESTO 2 ARR TO SFO. THIS RTE IS VERY FAMILIAR TO ME, AS I HAVE FLOWN IT HUNDREDS OF TIMES OVER 9 YRS AS AN SFO BASED PLT. WE WERE FLYING AT OUR ASSIGNED ALT OF FL350. ABOUT 150 MI E OF OAK, ATC REQUESTED WE SLOW THE ACFT TO .82 MACH. THE SIC ACKNOWLEDGED AND I COMPLIED IMMEDIATELY. THIS WAS OUR FIRST INDICATION OF ATC SEQUENCING PROBS ALONG OUR RTE. ADDITIONAL SPD REDUCTIONS WERE REQUESTED TO 280 KTS, THEN 270 KTS, THEN AS WE WERE DECREASING THROUGH 265 KTS, ATC REQUESTED 260 KTS. LATER, ATC REQUESTED 250 KTS. EACH SPD REDUCTION WAS ACKNOWLEDGED BY THE SIC AND I IMMEDIATELY COMPLIED. AT ABOUT 50 MI EARLIER THAN NORMAL, ATC REQUESTED A DSCNT TO FL310 FOR TFC CONFLICT PROBS. THE SIC ACKNOWLEDGED AND HE RESET THE ALT PRESELECT TO FL310. DURING THE DSCNT, ATC BEGAN GIVING US NUMEROUS HDG CHANGES, FIRST N OF COURSE AND THEN S OF OUR W COURSE. I DISCONNECTED THE AUTOPLT AND BEGAN TO MAKE ALL THE NUMEROUS HDG CHANGES MANUALLY BECAUSE I FELT I COULD COMPLY WITH THE NUMEROUS ATC REQUESTS WITH MORE RAPID RESPONSE TIME AND WITH LESS DISCOMFORT TO THE PAX. AT THIS POINT IN OUR RTE, ATC NORMALLY CLRS OUR ACFT TO FL240. AS WE PASSED THROUGH FL320, THE ALT ALERT AURAL TONE SOUNDED AND THE SIC CALLED THE ALERT AND I RESPONDED. I CALLED FOR THE DSCNT CHKLIST AND THE SIC BEGAN OBTAINING THE ATIS, COMPUTING THE V REF SPD, SETTING THE PRESSURE CTLR, ETC. I WAS DSNDING AT A RATE OF ABOUT 1500 FPM. THE SIC CALLED MY ATTN TO THE LOWER THAN ASSIGNED ALT AND I IMMEDIATELY BEGAN AGGRESSIVE PITCH AND PWR CHANGES CONSISTENT WITH SAFE OPERATING PROCS. AFTER I BEGAN THE CORRECTION, ATC CALLED ABOUT OUR ALT WHICH THE SIC ACKNOWLEDGED. THE LOWEST ALT INDICATION I SAW WAS ABOUT FL297. THERE WERE NO WARNINGS ISSUED BY THE TCASII EITHER AS TA'S OR RA'S. THE FLT CONTINUED TO SFO WITHOUT INCIDENT. THE WX AT SFO ARPT WAS VFR AND WE FLEW THE USUAL VISUAL APCH TO RWY 28R. CHAIN OF EVENTS: IT STARTED WITH THE UNUSUAL TAILWIND AND HVY INBOUND AND OUTBOUND HIGH ALT TFC TO AND FROM THE SAN FRANCISCO BAY AREA ARPTS. THE PROB WAS COMPOUNDED BY THE NUMEROUS SPD AND HDG CHANGES REQUESTED BY ATC. THE ACFT MAY HAVE BEEN VECTORED OUTSIDE THE NORMAL AIRSPACE RESERVED FOR INBOUND ACFT. CONTRIBUTING FACTOR OCCURRED AS THE PIC DISCONNECTED THE AUTOPLT TO MORE RAPIDLY COMPLY WITH THOSE NUMEROUS REQUESTS. THERE WAS A LACK OF CREW COORD IN THE COCKPIT. CREW: THE CREW MUST EMPHASIZE CRM AND RETHINK THE PROCESS THAT LED TO THIS INCIDENT. PERHAPS ADDITIONAL VISUAL CUES SUCH AS HAND MOVEMENTS -- POINTING TO THE ALT PRESELECT, THE ALTIMETER, AND THE VERT SPD INDICATORS SHOULD BE INSTITUTED. ALL DISTRACTING FACTORS SHOULD BE PROHIBITED DURING A PHASE OF FLT SUCH AS DSCNT. THE PIC SHOULD NOTIFY THE SIC WHEN THE AUTOPLT IS DISCONNECTED TO ALERT THE CREW THAT A HIGHER LEVEL OF AWARENESS IS REQUIRED. THE CREW SHOULD VISIT ZOA TO GAIN A NEW AWARENESS OF THE MULTITUDE OF TFC FACTORS THAT A CTLR MUST HANDLE. THE CREW IS SCHEDULED TO ATTEND ROUTINE 6 MONTH RECURRENT TRAINING WITHIN 30 DAYS. THIS INCIDENT COULD BE DUPLICATED IN THE SIMULATOR TO COORDINATE NEW COCKPIT PROCS.

Synopsis :

FLC OF A CPR DA50 HAS ALTDEV ON DSCNT.

Time

Date : 199901
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BHM
State Reference : AL
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BHM
Make Model : Jetstream 41

Component / 1

Aircraft Component : Antiskid System
Aircraft Reference : X
Problem : Malfunctioning

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7700
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1750
ASRS Report : 426967

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 280
Experience.Flight Time.Type : 600
ASRS Report : 426964

Person / 3

Function.Other Personnel : Dispatcher

Person / 4

Function.Other Personnel : Dispatcher

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : Unspecified
Resolatory Action.Other : Unspecified

Narrative :

BEFORE DEP I HAD BEEN NOTIFIED THAT MY 8 1/2 MONTH PREGNANT WIFE WAS HAVING SOME PAINS THAT MAY BE CONTRACTIONS. I ALSO NOTICED THAT IT LOOKED LIKE OUR DISPATCHER HAD NOT TAKEN INTO EFFECT AN ANTI-SKID DEFERRAL ON OUR ACFT WHEN FIGURING OUR ALTERNATE ARPT SINCE WE WOULD HAVE BEEN VERY WT LIMITED. I ALSO NOTICED THAT OUR ENRTE FUEL BURN WAS SLIGHTLY LOWER THAN WHAT I FELT WE WOULD BURN. I GOT VERY FRUSTRATED WHEN DEALING WITH THE NEW DISPATCHER WHO HAD TAKEN OVER FOR THE OLD DISPATCHER BECAUSE HIS ENGLISH IS NOT SO GOOD AND HE WASN'T UNDERSTANDING MY CONCERNS. IN FACT AT ONE POINT, I TALKED TO HIS SUPVR AND SNAPPED -- I STARTED YELLING AT THE SUPVR. ANYWAY, WE HAD MULTIPLE CHANGES TO OUR DISPATCH RELEASE. THEY CHANGED OUR MINIMUM FUEL FROM 3200 LBS TO 3300 LBS. I MISSED THE CHANGE BEFORE DEP, BUT ONCE THINGS CALMED DOWN ON CLB, I NOTICED MY ERROR. WE BURNED APPROX 50 LBS OF FUEL ON OUR TAXI OUT. WE HAD LEFT THE GATE WITH 3210 LBS. THAT MEANS THAT WE DEPARTED WITH APPROX 3160 LBS OF FUEL -- 140 LBS LESS THAN OUR MINIMUM REQUIRED. OUR DISPATCHER HAD PUT 200 LBS AS CONTINGENCY FUEL -- MEANING EXTRA FUEL, SO I KNEW THAT WE DID STILL HAVE ENOUGH FUEL ON THE ACFT TO MEET FAR REQUIREMENTS, BUT WE WERE TIGHT ON GAS THE WHOLE WAY. THE WINDS ALOFT WERE LESS OF A HEADWIND THAN GUESSED AND THERE WAS NO TFC ON APCH, SO WE ENDED UP LNDG WITH APPROX 400 MORE LBS OF FUEL THAN NEEDED TO MEET THE FARs. I WAS VERY STRESSED BY ALL THE EVENTS. I SHOULD HAVE PULLED MYSELF OFF DUTY WHEN I YELLED AT THE DISPATCH SUPVR SINCE THAT IS NOT A NORMAL THING FOR ME TO DO. I FEEL THAT IF STRESS AWARENESS OR STRESS COPING SKILLS WERE TAUGHT DURING CRM IT WOULD HELP THESE TYPES OF SITS. SUPPLEMENTAL INFO FROM ACN 426964: THE CAPT CONTACTED OUR DISPATCHER TO FIND A DIFFERENT ALTERNATE. THIS WAS BROUGHT ABOUT BY A DEFERRED ANTI-SKID SYS IN THE ACFT MEETING THE SPECIAL PERFORMANCE REQUIREMENTS ASSOCIATED WITH THAT, IN WHICH THE ORIGINAL RELEASE DIDN'T TAKE INTO ACCOUNT. OVERSIGHT ON OUR PART, THE NEW RELEASE HAD AN INCREASE IN MINIMUM TKOF FUEL BY 100 LBS THAT WENT UNNOTICED. FACTORS TO THE HASTINESS WAS PRESSURE TO GET THE FLT OUT WITH PAX ALREADY BOARDED, LENGTHY DELAY ALREADY INCURRED, AND THE CAPT WANTING TO GET BACK HOME TO HIS WIFE (SHE CALLED 1 HR BEFORE THAT SHE WAS GOING INTO LABOR). ULTIMATELY, WE DIDN'T NOTICE THE CHANGE UNTIL AFTER TKOF IN THE LEVELOFF. ELECTING TO CONTINUE SAFELY, BECAUSE OF THE CONTINGENCY FUEL ORIGINALLY PUT ON MADE UP FOR THE DIFFERENCE ON TKOF. LANDED UNEVENTFULLY WITH 390 LBS MORE THAN FLT PLANNED FOR.

Synopsis :

BA41 CREW WAS GIVEN AN ALT THAT WAS UNSUITABLE, HAD DISPATCH CORRECT IT AND THEN DEPARTED WITH LESS THAN MINIMUM FUEL REQUIRED FOR THE FLT.

Time

Date : 199901

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EWR

Locale Reference.ATC Facility : BWZ

State Reference : NJ

Altitude.MSL.Bound Lower : 7000

Altitude.MSL.Bound Upper : 13000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 28000

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 7000

ASRS Report : 427175

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Undershoot

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Controller Intervened

Narrative :

CLRED BY ATC TO DSND TO 18000 FT, THEN RECLRED TO CROSS SWEET INTXN AT 7000 FT -- RTE COMPUTER PROGRAMMED TO COMPLY WITH CLRNC. DSCNT PROFILE REVIEWED IN COMPUTER, HOWEVER MISSED WRONG ALT PRE-PROGRAMMED IN PROFILE PRIOR TO DEP, RESULTING IN LATE DSCNT AND ACFT NOT BEING ABLE TO COMPLY WITH ATC CLRNC AND XING RESTR. ADVISED ATC THAT WE WOULD BE UNABLE TO MAKE XING ALT ONCE ERROR IN PROGRAM WAS REALIZED. ASKED ATC IF THIS CAUSED ANY PROBS AND WAS ADVISED, THAT IT DID NOT CAUSE ANY CONFLICT. (NOTE: ATC ON 3 OCCASIONS INQUIRED IF WE WOULD MAKE XING RESTR AND IT WAS NOT UNTIL THE THIRD INQUIRY THAT I REALIZED WHAT THE PROB WAS. THE CTLR WAS DOING A GOOD JOB, I WAS NOT RESPONDING TO HIS PROMPTING.) AFTER ALL THE TIMES THAT I HAVE FLOWN THIS STAR AND HAVE ALWAYS COMPLIED WITH ALL XING RESTRS, AND WITH ALL MY FLYING EXPERIENCE, I WAS PERSONALLY SHOCKED TO REALIZE THAT I COULD HAVE MADE SUCH A BASIC ERROR. THE COMPANY HAS AN EXCELLENT TRAINING PROGRAM, AND IS CONSTANTLY REVIEWING AND REFINING PROCS WITH REGARD TO ADVANCED AUTOMATED COCKPIT ENVIRONMENT AND IS A LEADER IN CRM. 'SITUATIONAL AWARENESS' IS A MUCH USED PHRASE IN OUR INDUSTRY, BUT CAN NEVER BE USED TOO OFTEN. WITH THE EVER INCREASING WORKLOAD ON THE ATC SYS AND THE ADVANCED AUTOMATED COCKPIT ENVIRONMENT, WE MUST ALL CONSTANTLY REVIEW AND CHALLENGE WHAT IS GOING ON AROUND US.

Synopsis :

LGT ACR FLC INCORRECTLY PROGRAMS STAR RTE INTO FMS AND ARE UNABLE TO COMPLY WITH STAR ALT RESTRS. ATC QUERIES FLC 3 TIMES BEFORE FLC RECOGNIZING AN INCORRECT XING RESTR HAS BEEN ENTERED.

Time

Date : 199902

Day : Tue

Local Time Of Day : 1801 To 2400

Place

State Reference : TX

Altitude.MSL.Bound Lower : 29000

Altitude.MSL.Bound Upper : 33000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZHN.ARTCC

Make Model : DC-8f

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 400

ASRS Report : 428776

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Controller : Issued New Clearance

Resolutive Action.Controller : Provided Flight Assist

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I AM AN FO AND AM ON PROBATION. BASICALLY THIS MEANS YOU CAN GET FIRED FOR NO REASON. MY IMPRESSION IS THAT CAPT THINKS CRM IS NO GOOD. OF COURSE I BELIEVE CRM IS THE ONLY WAY TO GO. PLUS, THE CAPT MENTIONED THAT HE HAD GOTTEN RELIEVED OF FLYING DUTIES FOR 2 MONTHS BECAUSE OF MISTREATING AN FO. ALTHOUGH I AM UNSURE OF THIS FACT, MAYBE HE WAS JOKING. FLYING WITH HIM WAS A CONSTANT PROB. HE WOULD NOT MAKE STANDARD CALLOUTS OR FOLLOW NORMAL PROFILES. THE INFO SO FAR IS JUST TO SET THE TONE OF THE COCKPIT, NOT TO MENTION HE SWEARS A LOT. THE POSSIBLE VIOLATION OCCURRED COMING OUT OF IAH/HOUSTON. I WAS FLYING. WE WERE IN MODERATE TURB. EVEN THOUGH ATC SAID SPD AT OUR DISCRETION. ANYWAY, I CLBED OUT AT 250 KTS TO 10000 FT MSL THEN 265 KIAS TO 280 KIAS UP TO FL290. THE ATC FACILITY AT HOUSTON SEEMED TO BE HAVING SOME PROBS. TFC AND COMS JUST WERE NOT FLOWING SMOOTHLY. THE CAPT REQUESTED FL330. CTLR SAID UNABLE, THEN CAME BACK AND SAID TO EXPECT IT 'DOWN THE ROAD.' THEN HE SAID, FLY 020 DEGS CLB FL330. THEN HE SAID, STOP AT FL310. THEN HE GAVE US 030 DEG HDG, CLB FL330. THEN STOP, CLB MAINTAIN FL310. THEN HE GAVE US FL330. THE FE WAS HAVING PROBS WITH THE CABIN TEMP CONTROLLER. THE FE WANTED ME TO MOVE IT. I CAN GET MORE FORCE BEHIND IT THAN THE FE. THE CAPT TOLD ME TO MOVE THE HEAT CONTROLLER. I HAVE TO TURN R IN MY SEAT TO ADJUST THE HEAT LEVER. THE CLB TO FL330, THE TURN TO HDG 030 DEGS, AND MY ADJUSTING THE TEMP CONTROLLER ALL HAPPENED AT THE SAME TIME. THE CAPT NOW TOOK CTL OF THE PLANE AND STARTED THE CLB TO FL330. I FINISHED MOVING THE HEATER CTL AND WAS WATCHING OUR TFC OFF TO THE R OF THE ACFT. THE TFC WAS AT OUR 4 O'CLOCK POS. AS I TURNED BACK TO SIT STRAIGHT AHEAD AND MOVE MY SEAT BACK UP, I NOTICED THAT WE WERE OFF OF OUR HDG, IN A R TURN. QUICKLY, I TURNED THE PLANE BACK TO HDG 030 DEGS. THE CTLR ASKED IF WE WERE ON OUR HDG. I REPLIED THAT WE WERE IN FACT OFF OF OUR HDG. I TOLD THE CTLR THAT WE WERE 10 DEGS OFF COURSE AND CORRECTING. ABOUT THIS TIME, THE CTLR GAVE US A HDG OF ABOUT 025 DEGS BECAUSE OF A POSSIBLE TFC CONFLICT. THE CAPT STARTED TO SWEAR AT ME ABOUT NOW FOR ADMITTING ON THE AIR THAT WE WERE OFF OUR HDG. HE CALLED ME A XXXXXXXX IDIOT PLUS A FEW OTHER CHOICE PHRASES. GOING BACK TO THE CTLR, ON TOP OF CHANGING ALTS AND HDG, HE ALSO CHANGED OUR CLRNC FROM SOMETHING LIKE 'HDG 020 DEGS WHEN ABLE DIRECT POCKET CITY,' TO 'HDG 030 DEGS EXPECT POCKET CITY' TO 'HDG 020 DEGS.' ABOUT 20 MINS LATER, THE NEXT CTLR ASKED THE CAPT TO CALL ATC. THE CAPT DID CALL THEM ON THE PHONE WHEN WE LANDED IN TOL. HE CALLED AGAIN THE NEXT MORNING. THE SUPVR AT ZHU TOLD THE CAPT THAT THIS WOULD PROBABLY NOT RESULT IN A VIOLATION.

Synopsis :

CAPT DID NOT ACCEPT PROBATIONARY CREW'S CRM INPUTS AND FAILED TO FOLLOW CLRNC. CAPT USED ABUSIVE LANGUAGE DIRECTED TOWARD CREW WHEN HELP WAS OFFERED.

Time

Date : 199905
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA
Altitude.AGL.Single Value : 4000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : PHL.TRACON
Make Model : B727-200

Component / 1

Aircraft Component : Engine Air Starter
Aircraft Reference : X
Problem : Malfunctioning

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14500
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Type : 10300
ASRS Report : 436725

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Departure

Person / 6

Function.Other Personnel : Dispatcher

Events

Anomaly.Aircraft Equipment Problem : Critical
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Unable
Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Narrative :

DEPARTED PHL ON RWY 9L. ON CLBOUT AT APPROX 3100 FT MSL, THE START VALVE OPEN LIGHT FOR ENG #3 ILLUMINATED. LIGHT REMAINED ON FOR APPROX 2 MINS WHILE OPS MANUAL PROCS XYZ WAS REFD. START VALVE OPEN LIGHT FOR ENG #3 FLICKERED AND THEN WENT OUT. DISPATCH AND MAINT CTL WERE ADVISED AT APPROX XA03Z. AFTER CONVERSATION WITH MAINT CTL AND DISPATCH. START VALVE OPEN LIGHT REILLUMINATED AND REMAINED ILLUMINATED. ADVISED MAINT CTL AND DISPATCH THAT OPS MANUAL PROC XYZ WOULD BE COMPLETED. CREW DECLARED AN EMER WITH PHL DEP AND STATED INTENTIONS TO DUMP APPROX 5000 LBS OF FUEL AND RETURN TO LAND AT PHL. CREW STATED EXACT NATURE OF EMER WITH PHL DEP AND SPECIFIC REQUESTS FOR TYPE OF ASSISTANCE REQUIRED WHILE ON FREQ AND DURING LNDG. CREW RESTATED THESE INTENTIONS TO PHL TWR ON CONTACT. LEAD FLT ATTENDANT WAS CALLED FORWARD FOR ACFT EMER BRIEFING AND WAS RECONSULTED TWICE AFTER INITIAL BRIEFING AND PRIOR TO LNDG. DISPATCH WAS RENOTIFIED OF OUR SPECIFIC SIT, INTENTIONS AND WE CONFIRMED DECLARATION OF ACFT EMER. REQUEST MADE THROUGH DISPATCH TO COORDINATE EMER EQUIP ON GND IN PHL. ALSO COMPLIED WITH OPS MANUAL PROCS XYZ0. ENG PRECAUTIONARY SHUTDOWN AND OPS MANUAL ABC4 FUEL DUMPING. FLT LANDED UNDER MAX GROSS LNDG WT, APPROX 148000 LBS. PAX AND PHL STATION WERE BRIEFED. MAINT REPLACED ENG #3 START VALVE AND PRESSURE SENSING SWITCH FOR START VALVE OPEN. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE PROB WAS CAUSED BY CHAFFED WIRING ON THE ENG AND WAS FOUND WHEN MAINT REPLACED THE START VALVE AND START VALVE PRESSURE SWITCH. THE RPTR SAID THE START VALVE 'OPEN' LIGHT WAS INTERMITTENT IN OP AND AFTER THE WIRING WAS REPAIRED NO FURTHER RPTS WERE MADE.

Synopsis :

A B727-200A ON CLBOUT AT 4000 FT DECLARED AN EMER SHUTDOWN #3 ENG AND DIVERTED DUE TO #3 ENG START VALVE 'OPEN' LIGHT ILLUMINATED.

Time

Date : 199811

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MGGT.Airport

State Reference : FO

Altitude.AGL.Bounds Lower : 388

Altitude.AGL.Bounds Upper : 488

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : MGGT.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 350

ASRS Report : 437330

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Overshoot

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.ATC Equipment.Other ATC Equipment : PAPI

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE CONDUCTING THE VOR DME RWY 19 APCH INTO MGGT. IT WAS A LATE NIGHT ARR WITH LOW RAGGED CEILING AND RAIN. IT WAS MY FIRST FLT INTO MGGT, THE CAPT HAD BEEN THERE SEVERAL TIMES. THE CAPT WAS FLYING THE APCH AS REQUIRED BY COMPANY PROCS. DSCNT OUT OF ALT AND INITIAL STEP-DOWN XING ALTS WERE FLOWN PERFECTLY. WE PROMPTLY GOT TO THE PUBLISHED MDA OF 5440 FT TO LOOK FOR THE AIRFIELD, ACFT WAS HAND FLOWN. WE CALCULATED A VDP OF 1.6 DME, THERE ARE PAPI LIGHTS TO THIS RWY. AT ABOUT 2.6 DME WE ACQUIRED THE FIELD AND THE BELOW GS PAPI INDICATION. BECAUSE THE CAPT FEARED LOSING SIGHT OF THE FIELD IN THE RAGGED CEILING CONDITION, HE BEGAN A 500 FPM DSCNT IN ORDER TO MAINTAIN VISUAL CONTACT WITH THE FIELD. I IMMEDIATELY OBJECTED AND INSISTED UPON WAITING FOR THE CORRECT PAPI INDICATION. WE SHALLOWED OUR DSCNT BRIEFLY WHILE THE CAPT STATED HE MET THE CONDITIONS IN WHICH TO DSND BELOW CALCULATED VDP. WE WERE UNCOMFORTABLY CLOSE TO THE TOPS OF BUILDINGS AND A LARGE TWR IN THE APCH PATH. ONCE ACQUIRING THE CORRECT PAPI (ON GS) LIGHTS WE LANDED WITHOUT INCIDENT. OUR COMPANY'S OPS SPECS CLRLY DO NOT ALLOW AN EARLY DSCNT IN A SIT LIKE THIS. CONTRIBUTING FACTORS TO THIS NEAR ACCIDENT: 1) MISUNDERSTANDING BY CAPT OF FAR 121.651 AND COMPANY OP SPECS, 2) NIGHT CONDITIONS AND FATIGUE, 3) POOR WX/VISIBILITY, 4) HIGH TERRAIN/CHALLENGING NON-PRECISION APCH, 5) STRESS AND LANGUAGE BARRIER OF OPERATING IN A FOREIGN COUNTRY, AND 6) RELATIVE INEXPERIENCE TO THIS ARPT BY CREW.

Synopsis :

A B757 PIC DSND BELOW THE PUBLISHED MDA PRIOR TO THE CALCULATED VDP AT MGGT, FO.

Time

Date : 199906

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LIPA.Airport

State Reference : FO

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : LIPA.TRACON

Make Model : Widebody, Low Wing, 3 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 11366

Experience.Flight Time.Last 90 Days : 43

Experience.Flight Time.Type : 185

ASRS Report : 441955

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.ATC Equipment.Other ATC Equipment : RADAR

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

CAPT'S FIRST TRIP FROM AVIANO. MY SECOND TRIP FROM AVIANO. FE WAS ALSO UNFAMILIAR. CLRNC WAS ISSUED BY GND CTL JUST PRIOR TO REACHING ACTIVE DEP RWY. CLRNC TO THE ENRTE PHASE WAS VIA THE 'VINCENZA 6B DEP.' OUR RESOURCES INCLUDED THE COMMERCIAL CHARTS (2 APCH PROCS AND THE ARPT CHART). GOV FLIP CHARTS (SAME AS COMMERCIAL), GOV REVISIONS (NOTHING), AND GOV ARPT BOOK (LOTS OF VERBIAGE ON THE ARPT, BUT NO SID). AT ABOUT THE SAME TIME THAT WE EXHAUSTED OUR ONBOARD RESOURCES, I RECALLED THAT ON MY 1 PREVIOUS TRIP FROM THIS ARPT, THE CAPT HAD PULLED FROM HIS COLLECTION A PHOTOCOPY OF THE VIC 6B DEP -- THE SOURCE OF WHICH REMAINS A MYSTERY TO ME. I SHARED WHAT I COULD REMEMBER FROM THE DEP PROC WITH MY CAPT. HE HAD ME ADVISE THE CTLR THAT WE HAD FOUND THE DEP PROC. I WAS A BIT LEERY. HIS IDEA WORKED. THE CTLR ASKED IF WE HAD THE ISSUE SHOWING THE R TURN AT 600 FT, ETC, AS HE APPARENTLY READ TO US THE ENTIRE SID. I SCRIBBLED IT ALL DOWN, WE SET UP OUR NAV EQUIP, CALLED FOR TKOF CLRNC, AND DEPARTED. OUR MISTAKE HERE WAS OUR FAILURE TO BRIEF WHAT WE HAD JUST HEARD ('HAD TO MAKE THAT SLOT TIME'). AFTER TKOF AND THE FIRST 2 TURNS, THE CAPT ACQUIRED AND NAVED DIRECT TO VENEZIA, ABOUT 30 NM TO THE S. I THOUGHT I HAD HEARD 'DIRECT TO VINCENZA' AS PART OF THE SID. I FIGURED I MUST HAVE MISUNDERSTOOD. AFTER ABOUT 2 MINS AND 8-10 NM ON THE SBOUND COURSE, THE CTLR ADVISED US TO TURN IMMEDIATELY TOWARD, AND FLY TO VINCENZA, ABOUT 30 NM TO THE W OF THE ARPT. WE DID, AND PROCEEDED WITHOUT FURTHER INCIDENT. FLYING AROUND WITHOUT THE NECESSARY CHARTS ON BOARD IS NOT A GOOD IDEA, BUT THE TEMPTATION TO DO SO COULD BE REDUCED IF THE RELEVANT PROC WERE EITHER PUBLISHED APPROPRIATE OR ELSE ELIMINATED!

Synopsis :

FLC DEPARTED FOREIGN ARPT WITHOUT PROPER SID CHART.

Time

Date : 199907

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : CZQX.ARTCC

State Reference : NF

Altitude.MSL.Bound Lower : 36000

Altitude.MSL.Bound Upper : 37000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : B747-400

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 19000

Experience.Flight Time.Last 90 Days : 85

Experience.Flight Time.Type : 180

ASRS Report : 442769

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 300

ASRS Report : 442772

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Consequence.Other : Company Review

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE INVOLVED IN A SUSPECTED HIJACKING EVENT. THE SUSPICION AROSE DUE TO OUR INADVERTENTLY SQUAWKING 7500. COMPOUNDING THE SIT WAS AN ACARS MESSAGE I SENT TO DISPATCH IN WHICH I INCLUDED THE HUMOROUS POSTSCRIPT: 'PS. IT'S DARK AND WE'RE SCARED.' UNBEKNOWNST TO US, THE CRYPTIC MESSAGE, COMBINED WITH THE SQUAWK WE WERE UNAWARE OF, PROMPTED OPS CTL TO BELIEVE WE WERE BEING HIJACKED AND COULD NOT COMMUNICATE FREELY. THUS BEGAN A FULL SCALE 'RED ALERT' ON 2 CONTINENTS PREPARING FOR A HIJACKED INTL FLT. FLT DISPATCH FELT THAT COMMUNICATING WITH US DIRECTLY WOULD PUT US AT INCREASED RISK AND SO DID NOT SEND US AN ACARS MESSAGE INQUIRING AS TO OUR STATUS. GANDER CTR SAYS THEY REQUESTED CONFIRMATION OF OUR SQUAWK BUT BOTH OF US HAVE NO RECOLLECTION OF SUCH A REQUEST. THE FO AND I HAVE NO EXPLANATION OF HOW 7500 GOT INTO THE XPONDER. WHEN WE CLRED THE COAST BY 30 MINS THE FO PUT XXXX IN THE XPONDER AS PRESCRIBED. HE JOTTED DOWN THE PREVIOUS SQUAWK WITHOUT BEING CONSCIOUS OF THE NUMBERS. WHEN WE WERE IN ACARS RANGE OF IRELAND WE GOT A MESSAGE TO CONTACT DISPATCH ON PHONE PATCH HF. WE ALSO GOT SEVERAL ACARS MESSAGES USING THE WORD 'TRIP.' I HAD A DISCUSSION WITH THE DIRECTOR OF FLT OPS AND ASSURED HIM WE WERE SAFE AND SECURE. HE ASKED ME IF WE HAD SQUAWKED 7500 AND I TOLD HIM 'ABSOLUTELY NOT.' HE TOLD ME GANDER HAD RPTD THE SQUAWK. AT THIS TIME THE FO LOOKED AT THE NOTE HE HAD JOTTED DOWN AND REALIZED WITH DISTRESS THAT WE HAD, IN FACT, BEEN SQUAWKING 7500 SOMEWHERE OVER GANDER. WE REALIZED THIS AFTER HAVING TERMINATED THE PHONE PATCH AND ASSURING THE CTL OFFICE THAT EVERYTHING WAS FINE. THE REMAINDER OF THE FLT WAS UNEVENTFUL EXCEPT THAT WE WERE MET, BOARDED AND QUESTIONED BY THE DUTCH ARPT AND SECURITY DEPTS, THE UNITED STATES FBI, STATE DEPT AND FAA SECURITY OFFICIALS. I CANNOT EXPLAIN HOW THE SQUAWK OF 7500 GOT INTO THE XPONDER. THE FO AND I HAVE RUN THROUGH EVERY POSSIBLE SCENARIO AND ALL OF THEM FAIL AT SOME POINT. WE ARE AWAITING THE ATC TAPES FROM GANDER CTR TO SEE IF IT CAN CLR UP SOME DISCREPANCIES OR SUGGEST A PLAUSIBLE SCENARIO. I HAVE LEARNED NOT TO BROADCAST HUMOROUS MESSAGES ON THE ACARS, TO PAY MORE ATTN TO THE INNOCUOUS XPONDER AND TO LISTEN MORE CAREFULLY TO CHANGES OF SQUAWK WHEN I AM THE PF. I THINK IT WOULD BE HELPFUL FOR EACH COMPANY TO DEVISE A CODED MESSAGE TO ASK IF THE FLT IS BEING HIJACKED AND THE PLT'S ABILITY TO COMMUNICATE IS BEING COMPROMISED. THIS CODE WOULD APPEAR EVEN TO AN EDUCATED HIJACKER AS A NORMAL OPERATIONAL REQUEST. SUPPLEMENTAL INFO FROM ACN 442772: ON DEP FROM DTW, THE INITIAL SQUAWK XPONDER CODE WAS XXXX. UPON REACHING GANDER AIRSPACE AS THE ATC CTLR GAVE US A SQUAWK XPONDER CHANGE, THE FLT ATTENDANT CAME IN WITH FOOD TRAYS. ONE OF THE FOOD TRAYS WAS PUT IN THE PEDESTAL INST PANEL CLOSE TO THE XPONDER BOX. AFTER I REACHED TO CHANGE THE XPONDER CODE, THE CAPT REMOVED THE TRAY AND MOVED IT TO THE JUMP SEAT. 30 MINS AFTER ENTERING NAT TRACK AIRSPACE I CHANGED THE XPONDER CODE TO XXXX AS PER PROCS. I WROTE DOWN ON A PIECE OF PAPER THE PREVIOUS CODE WHICH HAD BEEN SET IN THE XPONDER BOX, THE CODE HAD BEEN 7500. AT THAT POINT I DID NOT RECOGNIZE THE IMPORTANCE AND THE MEANING OF THESE NUMBERS EVEN THOUGH I HAD BEEN TAUGHT THAT THE CODE REPRESENTED A HIJACK SIT. AT 30W ON NAT TRACK VICTOR AND FLYING AT 36000 FT WITH OPS NORMAL, DISPATCH HAD BEEN TRYING TO CONTACT US. WE UNDERSTOOD THE COMPANY WANTED OUR AIRSPD, ALT AND DEST ETA. AT 15W WE RECEIVED AN ACARS MESSAGE FROM COMPANY ON WHETHER WE WERE A TRIP AND SQUAWKING 7500. THE COMPANY DIRECTOR OF OPS WAS ON THE LINE AND HE SPECIFICALLY ASKED US WHETHER WE WERE SECURE AND WHETHER WE HAD BEEN SQUAWKING 7500. THE CAPT RESPONDED IN THE NEGATIVE ON THE SQUAWK OF 7500 AND THAT WE WERE A SECURE AND NORMAL FLT. AFTER HIS CONVERSATION WAS OVER AND PHONE PATCH TERMINATED, I RECOVERED THE NOTE IN WHICH I HAD WRITTEN DOWN THE PREVIOUS XPONDER CODE PRIOR TO BEING ESTABLISHED ON NAT TRACK VICTOR. IN ANY CASE, AT 15W THE COMPANY WAS ADVISED THROUGH OUR CAPT THAT EVERYTHING WAS NORMAL AND THE ACFT WAS SECURED.

Synopsis :

ACR CREW XMITS INAPPROPRIATE XPONDER CODE CAUSING ACTIVATION OF HIJACKING PROCS BY GND AUTHS. ERROR DISCOVERED BEFORE ARR.

Time

Date : 199907

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LBB.Airport

State Reference : TX

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LBB.Tower

Make Model : B737-600

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 240

ASRS Report : 444540

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6200

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 3000

Person / 3

ASRS Report : 444541

Events

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.Other : Raised Landing Gear

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS MAKING A NORMAL TKOF. AT 50-100 FT AGL I CALLED FOR 'LNDG GEAR UP.' THE FO RESPONDED 'LNDG GEAR UP.' I NOTICED AN UNUSUAL NOISE IN THE NOSE TIRE AND LOOKED AT THE LNDG GEAR HANDLE AND FOUND IT IN THE DOWN POS. I LOOKED AT THE FO AND RESTATED 'LNDG GEAR UP.' HE RESPONDED AGAIN 'LNDG GEAR UP.' I THEN LOOKED AT THE FLAP LEVER AND REALIZED THAT ON THE INITIAL CALL FOR THE GEAR, HE HAD PUT THE FLAPS UP INSTEAD OF THE GEAR. ALL THIS HAPPENED FAIRLY QUICKLY. I BELIEVE HE FINALLY GOT THE GEAR UP BEFORE THE FLAPS HAD FULLY RETRACTED, BUT I AM NOT SURE. WITH THE INITIAL NOISE I HAD DECREASED MY CLB TO APPROX 15 DEGS INSTEAD OF THE NORMAL 20 DEGS. NO STICK SHAKER OR DEGRADATION OF FLT WAS NOTICED. THIS WAS THE THIRD LEG OF THE FIRST DAY OF A 4 DAY TRIP FOR MY FO. NEITHER OF US WERE TIRED. THERE WAS NOTHING OUT OF THE ORDINARY THAT I CAN TELL, OTHER THAN MY FO DID ADMIT LATER THAT HE HAD A HEADACHE. HE IS A HIGHLY QUALIFIED FO WITH OVER 4 YRS AT THE COMPANY. THE ONLY OTHER THING WE MIGHT ATTRIBUTE TO THIS INCIDENT IS A VERY HIGH COMFORT LEVEL WHICH MIGHT HAVE LOWERED HIS CONCENTRATION.

Synopsis :

AN ACR FLC FLYING A B737-700 FROM LBB RPTS AFTER TKOF CHKLST ITEMS PERFORMED IN AN IMPROPER SEQUENCE.

Time

Date : 199909

Day : Mon

Local Time Of Day : 1201 To 1800

Place

State Reference : RI

Altitude.MSL.Bound Lower : 21720

Altitude.MSL.Bound Upper : 22000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : FMS/FMC

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10500

Experience.Flight Time.Last 90 Days : 215

Experience.Flight Time.Type : 954

ASRS Report : 449850

Person / 2

Function.Instruction : Trainee

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3450

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 60

ASRS Report : 449470

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : Altitude Alert

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

PF, STUDENT FO -- PNF, CHK AIRMAN. I DEMONSTRATED TO THE STUDENT FO A CLBOUT OF BOS USING PERFORMANCE MODE ON THE PMS WITH THE AUTOPLT DFGS. AT THE TOP OF CLB, I SET CRUISE IN THE PMS AT MACH .60, AS WAS THE DESIRED CRUISE MACH ON THE FLT PLAN. AS THE FLT APCHED THE NEW YORK AREA, I DECIDED TO INCREASE OUR INDICATED AIRSPD TO 290 KTS TO CONFORM TO ARR TFC INTO JFK. I DID NOT INPUT 290 KTS INTO THE PMS, INSTEAD I SET 290 KTS IN THE DFGS. THE ALT ALERT SOUNDED AT FL217.2. I CORRECTED THE ALTDEV AND RETURNED TO FL220. I BELIEVE THAT INPUTTING THE SPD CHANGE IN THE DFGS, THUS DISENGAGING THE PMS, CAUSED THE ALTDEV. WHEN SELECTED, PERFORMANCE MODE WILL OPERATE +/-150-200 FT THE DESIRED FLT LEVEL. IF PERFORMANCE MODE IS DISENGAGED WHILE IN A SLIGHT DSCNT, THE DSCNT WILL CONTINUE UNTIL CORRECTED. THE LESSON LEARNED IS TO CHK AND XCHK THE FLT MODE ANNUNCIATOR WHEN MANIPULATING THE DFGS -- ESPECIALLY WHEN USING PERFORMANCE MODE.

Synopsis :

MD80 CREW HAD ALT OVERSHOOT.

Time

Date : 199909

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MCO.Airport

State Reference : FL

Altitude.MSL.Bound Lower : 1000

Altitude.MSL.Bound Upper : 5000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 12000

ASRS Report : 450040

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 2300

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 200

ASRS Report : 450490

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

THE FLT WAS FROM MCO TO BWI. OUR CLRNC WAS THE MCCOY 6 SAV J55 AF. A TKOF CLRNC WAS GIVEN ON RWY 18L. THE CLRNC GIVEN INCLUDED A HDG TO FLY OF 200 DEGS, WHICH THE FO ACKNOWLEDGED. AS THE PF, I DID NOT HEAR THE 200 DEG HDG WHEN ISSUED. INSTEAD, I THOUGHT WE WERE GIVEN A 140 DEG HDG, WHICH I FLEW. THE DEP WAS UNEVENTFUL. DURING A PREVIOUS DEP 2 HRS EARLIER, WE WERE ASSIGNED A 140 DEG HDG. THE ACFT WHICH DEPARTED JUST PRIOR TO US WAS ALSO GIVEN THAT HDG. THERE WERE SOME SCATTERED CELLS TO THE W. THESE THINGS PERHAPS PRIMED ME TO HEAR WHAT I WANTED TO HEAR. SUPPLEMENTAL INFO FROM ACN 450490: TWR VISUALLY CLRED US FROM TFC AND JUST HAD US CONTINUE OUR L TURN TO A HDG OF 200 DEGS. WE WERE PAYING TOO MUCH ATTN TO THE CONVECTIVE ACTIVITY DISPLAYED ON THE RADAR AND NOT ENOUGH ATTN TO THE TASK AT HAND. FAILURE TO BACK UP THE CAPT AND PERFORM MY COPLT DUTIES WAS A PRIMARY CAUSE. SIMPLY AN UNACCEPTABLE BREAKDOWN OF CRM.

Synopsis :

AN ACR FLC DOES NOT ADHERE TO THE CLRNC ISSUED AND TURNS TO THE WRONG HDG AFTER DEP FROM MCO, FL.

Time

Date : 199909

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BJC.Airport

State Reference : CO

Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : IMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8900

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 150

ASRS Report : 450206

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Investigated

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE BEING VECTORED FOR ILS RWY 29R APCH TO BJC, CTLR ASSIGNED 7000 FT. THE COMMERCIAL CHART PAGE SHOWS 7200 FT AS THE APCH PROC AND GS INTERCEPT ALT. AS WE WERE TURNED TOWARDS THE LOC COURSE, THE CTLR REASSIGNED THE ALT AS 7200 FT. AS PNF, I RESET THE FGP ALT SELECTOR TO 7200 FT AND VERBALLY CONFIRMED WITH THE CAPT. THE CAPT DID NOT IMMEDIATELY RESPOND OR ACKNOWLEDGE THE NEW ALT. I RESTATED TO HIM THE REVISED ALT WHILE POINTING TO THE ALT SELECTOR ON THE FGP. WE WERE AT THAT TIME APCHING THE TURN TO INTERCEPT THE LOC COURSE. THE CAPT REACHED FOR THE FGP, AND I ASSUMED THAT HE WOULD USE IT TO MAKE THE ALT CORRECTION. I DIVERTED MY ATTN DOWN TO TUNE THE TWR FREQ ON THE COMS. AS I COMPLETED THIS TASK AND RETURNED FOCUS TO THE FLT INSTS, THE APCH CTLR CALLED SAYING WE WERE SHOWING 6800 FT -- 400 FT BELOW OUR ASSIGNED ALT. I OBSERVED THAT WE WERE OUT OF 6900 FT AND CLBING SLIGHTLY. I RESPONDED THAT WE WERE OUT OF 7000 FT FOR 7200 FT (AS WE WERE BY THEN). WE LEVELED AT 7200 FT. THE CTLR ASKED FOR OUR HOME BASE, THEN RELEASED US TO TWR. THE BAL OF THE APCH AND LNDG WAS UNEVENTFUL. I BELIEVE THAT THE CAPT FELT WE WERE CLOSE ENOUGH TO THE APCH COURSE THAT BY THE TIME HE COULD CLB TO 7200 FT, WE WOULD INTERCEPT THE GS, AND SO MAY HAVE NOT RESPONDED. I DO NOT KNOW. I DISLIKE FLYING WITH THIS CAPT BECAUSE OF MY UNCERTAINTY ABOUT THIS PROC AND HIS ABILITY TO ABSORB AND REACT TO CHANGING SITS. MY ATTEMPTS TO DISCUSS THIS EVENT WITH HIM WERE REBUFFED. INDEED ALL ATTEMPTS AT RATIONAL DISCUSSION AND DEBATE WITH HIM LEAD ONLY TO FRUSTRATION. THIS EVENT HAS BROUGHT ME TO THE POINT OF CONCERN THAT I MUST NOW BRING THIS TO THE ATTN OF THE DIRECTOR OF OPS.

Synopsis :

A CHARTER FLC FLYING GIV ON VECTORS TO INTERCEPT THE LOC AT BJC FAILS TO MAINTAIN ALT AS ASSIGNED BY ATC.

Time

Date : 199909

Day : Wed

Local Time Of Day : 1801 To 2400

Place

State Reference : CA

Altitude.MSL.Single Value : 17000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : FMS/FMC

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 10210

Experience.Flight Time.Last 90 Days : 225

Experience.Flight Time.Type : 1290

ASRS Report : 450420

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DSNDING ON THE PDZ 3 ARR TO LAX TO CROSS KONZL AT 17000 FT. CAPT HAD JUST ENTERED A SPD REDUCTION TO 250 KTS IN THE FMS AND IT APPARENTLY WAS A LITTLE 'BEHIND' THE ACFT. I POINTED OUT TO THE CAPT THAT WE LOOKED LIKE WE WOULD BE LOW AT KONZL INTXN, BUT HE DIDN'T FEEL THE DEV WAS BIG ENOUGH TO INTERVENE ON THE MCP OR TO DISCONNECT. AS A RESULT, WE PASSED THROUGH 17000 FT ABOUT 2 MI PRIOR TO KONZL AND LEVELED AT 16000 FT FOR TRTLE INTXN. BY THIS TIME, THE FMS HAD 'CAUGHT UP' AGAIN AND VNAV'ED THE REST OF THE ARR WITHOUT PROB. THE BIGGEST CONTRIBUTING FACTOR WAS A CAPT WHO HAD RECENTLY RETURNED FROM A LENGTHY SICK LEAVE (OVER 1 YR) AND ISN'T 100% PROFICIENT YET WITH THE FMC, AND WAS PROBABLY GETTING A LITTLE TIRED HEARING RECOMMENDATIONS/CORRECTIONS TO FMS INPUTS FROM HIS FO.

Synopsis :

A B757 FLC RELIED ON THE FMC AND CROSSED A FIX BELOW THE REQUIRED ALT. THIS POTENTIAL ERROR WAS IGNORED BY A CREW MEMBER AFTER IT WAS BROUGHT TO ATTN.

Time

Date : 199909

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : IN

Altitude.MSL.Bound Lower : 18000

Altitude.MSL.Bound Upper : 22000

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14800

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 3400

ASRS Report : 450421

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9500

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 1500

ASRS Report : 450724

Person / 3

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 2654

Experience.Flight Time.Last 90 Days : 204

Experience.Flight Time.Type : 204

ASRS Report : 451099

Person / 4

Function.Controller : Radar

Person / 5

Function.Other Personnel : Dispatcher

Events

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DURING DSCNT INTO ORD, WE ENCOUNTERED BRIEF, JOLTING TURB OF 30 SECONDS TO 1 MIN DURATION. FO RPTED THIS AS 'SEVERE' TO ARTCC, AND AT MY DIRECTION, SO SENT ACARS MESSAGE TO DISPATCH. UPON DEBRIEFING, WE DETERMINED THAT THE TURB MORE ACCURATELY FIT THE DESCRIPTION OF 'MODERATE TURB.' ACFT CTL WAS NEVER IN DOUBT, AND NO INJURIES OR DAMAGE WERE SUSPECTED OR INCURRED. WE FAILED TO MAKE THE ACFT LOGBOOK ENTRY REQUIRED BY OUR FLT OPS MANUAL FOR 'SEVERE TURB,' OR UPDATE ATC OR DISPATCH.

Synopsis :

A B727 FLC RPTED SEVERE TURB ON DSCNT INTO ORD. AFTER FURTHER REVIEW THE CREW DETERMINED THE TURB WAS MODERATE BUT DID NOT CORRECT THE RPT.

Time

Date : 199909

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : NC

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 11700

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : FMS/FMC

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 10600

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 3160

ASRS Report : 450500

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Undershoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Speed Deviation

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewB : 1

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ZTL WAS THE CTING ATC AT THE BEGINNING OF THE ARR. I NOTED WE WOULD BE UNABLE TO MAKE THE XING RESTR OF SHINE, 40 MI FROM CLT AT 11000 FT, 250 KTS, AND EXPRESSED THIS TO THE CAPT WHO WAS THE PF. HE TOLD ME TO ADVISE ATC WE COULD GIVE SPD OR ALT, BUT NOT BOTH. THEY (THE CTLR) SAID THEY NEEDED ALT FIRST THEN TO SLOW TO 250 KTS. AT ABOUT 7 MI FROM THE FIX (SHINE), I ONCE AGAIN NOTED THAT WE WOULD NOT MAKE THE ALT OF 11000 FT AT SHINE. HOWEVER, THE CAPT DID NOT BOTHER TO CORRECT THE PROB OR SEEM CONCERNED. WITH A DSCNT RATE OF OVER 4000 FPM, I CHKED ON TO APCH WITH FLT NUMBER AND ALT OF LEVELING AT 11000 FT. HE SAID HE SHOWED US AT 12400 FT. WE WERE PASSING BTWN 11500-11700 FT AT THE TIME WITH THE HIGH DSCNT RATE. I DON'T THINK THERE WAS A CONFLICT AT THE TIME. THIS WHOLE THING COULD HAVE BEEN AVOIDED BY JUST ADVISING THE CTLR OF THE ALT XING PROB BEFORE IT OCCURRED. WHY SOME PLTS HAVE A PROB LETTING THE ATC CTLR KNOW ABOUT PROBS LIKE THIS IS BEYOND ME. THEY ARE THERE TO HELP. THAT'S THEIR JOB. HOWEVER, SOME PLTS DO NOT RECOGNIZE THIS. I CAN ASSURE EVERYONE THAT WHEN I MOVE TO THE L SEAT I WILL USE THE MIKE FOR WHAT IT IS INTENDED TO BE USED FOR -- TO TALK TO THE CTLRS!

Synopsis :

B737 CREW DID NOT COMPLY WITH THE PUBLISHED ALT XING RESTR OR SPD.

Time

Date : 199909

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZKC.ARTCC

State Reference : KS

Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 20000

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 6500

ASRS Report : 450515

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 2

Independent Detector.Other.Flight CrewB : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

STUDENT CAPT WAS FLYING ACFT FROM L SEAT. AUTOPLT CONDUCTED AN UNSCHEDULED CLB 300 FT ABOVE FLT LEVEL ASSIGNED. THIS OCCURRED WHILE A HYD QUANTITY PROB WAS BEING ADDRESSED. AUTOPLT WAS WRITTEN UP. THE PROB WAS IN THE AUTOPLT BUT WAS DETECTED EARLY ENOUGH TO RESOLVE. NO CONFLICT EXISTED AND ALT WAS CORRECTED IMMEDIATELY.

Synopsis :

AN ACR FLC FLYING MD80 NEAR MKC FAILS TO MAINTAIN ALT AS ASSIGNED BY ARTCC.

Time

Date : 199909
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FNT.Airport
State Reference : MI
Altitude.MSL.Bound Lower : 2300
Altitude.MSL.Bound Upper : 3500

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 8000
ASRS Report : 450568

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 750
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1000
ASRS Report : 450859

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Altitude Deviation : Overshoot
Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Other Anomaly : Loss Of Aircraft Control
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutory Action.Flight Crew : Became Reoriented
Resolutory Action.Flight Crew : Executed Missed Approach
Resolutory Action.Flight Crew : Regained Aircraft Control
Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

I'D LIKE TO SAY SOMETHING ON THE AFFECTS OF FATIGUE, BAD WX AND FLYING: THEY DON'T MIX. THIS PAST MONTH I WORKED 19 DAYS (14 REGULAR, 5 FOR TRAINING. OF THOSE 5 DAYS, 1 WAS EXTRA BECAUSE THE SIMULATOR BROKE). ALL IN ALL IT WAS A STRESSFUL MONTH. THE DAY THIS EVENT TOOK PLACE WAS DAY 3 OF 4. I HAD GOTTEN UP AT XA00 AFTER GETTING ONLY 3 1/2 HRS OF SLEEP, SO I COULD DRIVE TO WORK FOR A XB35 SHOW TIME. STRONG SURFACE WINDS PRECIPITATION, LOW CEILINGS AND VISIBILITY WERE PRESENT. THE LEG DTW-FNT WAS THE WORST LEG I HAVE EVER FLOWN IN MY CAREER (MY OWN EMPHASIS). EVERYTHING WAS ROUTINE UNTIL THE APCH. STRONG SURFACE WINDS WX 7 OVCST 2 MI RAIN AND MIST, WIND 320 DEGS AT 12 KTS. WE WERE CONFIGURED EARLY. APCH GAVE US OUR INTERCEPT 310 DEG HDG TO JOIN MAINTAIN 3000 FT UNTIL ESTABLISHED CLRED ILS RWY 27. IT BECAME OBVIOUS TO ME THAT WE WERE NOT GOING TO JOIN ON THIS HEADING UNTIL AFTER PASSING THE OM DUE TO THE WINDS, SO I FLEW 320 DEG HDG. APCH ALSO REALIZED THIS AND GAVE US LOWER SO WE WOULD NOT BE HIGH WHEN WE INTERCEPTED THE LOC. I HAD COUPLED THE ACFT TO THE AUTOPLT FOR A SMOOTH TRANSITION. IT NEVER HAPPENED. I DISCONNECTED THE AUTOPLT AND DECIDED (ALONG WITH MY FO) TO GO MISSED APCH. WHAT HAPPENED NEXT SCARED THE HELL OUT OF ME AND, AS MY FO ADMITTED LATER, HIM TOO. I WAS SO FAR BEHIND THE ACFT AS TO SAY I HAD LOST MY SITUATIONAL AWARENESS. I FOUND MYSELF IN A 60 DEG BANK TO THE R DSNDING WITH 2000 FT OF ALT BTWN ME AND THE GND. I OVER-CORRECTED THE DSCNT AND CLBED TO 3500 FT (OUR MISSED APCH CLRNC WAS 270 DEG HDG MAINTAIN 3000 FT). AT ONE TIME IN THE 60 DEG BANK I WAS ON A 360 DEG HDG. I COULDN'T KEEP UP WITH THE ACFT. MY FO FINALLY SAID 'DO YOU WANT ME TO TAKE IT, I CAN FLY IT.' AT FIRST I SAID 'NO' BUT REALIZING MY ACTIONS WAS FUTILE AGREED. HE FLEW THE APCH AND LNDG UNEVENTFULLY. WHEN I THINK ABOUT THE POSSIBLE OUTCOME OF ME TRYING TO SALVAGE THE REST OF THIS LEG, I SHUDDER. I WAS SO RATTLED THAT I DIDN'T SLEEP MUCH THAT NIGHT. SOMETHING LIKE THIS HAS NEVER HAPPENED TO ME BEFORE, NOT IN 23 YRS OF FLYING. I THINK THE COMBINATION OF FATIGUE AND BAD WX, A LATE CLOSE TURN TO INTERCEPT THE LOC, A SLOW AUTOPLT, A GAR FROM AN UNUSUAL ATTITUDE, AND ME NOT BEING IN THE LOOP ALL CONTRIBUTED TO THIS EVENT. THEY SAY A GOOD FO IS LIKE GOLD. THANK HEAVENS FOR MINE ON THIS DAY. CRM ALSO PLAYED A POSITIVE ROLL IN THAT MY FO PRESSED ME DIPLOMATICALLY ENOUGH FOR ME TO SAY 'ENOUGH IS ENOUGH.' THAT'S WHY THERE ARE 2 PLTS IN THE COCKPIT. SUPPLEMENTAL INFO FROM ACN 450859: COPLT RPT. ON MISSED APCH, CAPT GOT BEHIND ACFT AND CLBED 500 FT ABOVE ASSIGNED ALT.

Synopsis :

FATIGUED DC9 PLT LOSES SITUATIONAL AWARENESS DURING UNSTABLE APCH AND IS AIDED BY GOOD CRM SKILLS OF HIS COPLT.

Time

Date : 199909

Day : Thu

Local Time Of Day : 0601 To 1200

Place

State Reference : MD

Altitude.MSL.Bound Lower : 15000

Altitude.MSL.Bound Upper : 16000

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 450629

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 450630

Person / 3

Function.Flight Crew : Second Officer

ASRS Report : 450628

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Undershoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ALTDEV. AT FL240 ON THE CEDAR LAKE 7 ARR INTO PHL, CTR GAVE US A CLRNC TO CROSS RADDs INTXN AT 15000 FT. 15000 FT WAS SET INTO THE ALT ALERTER AND WE STARTED OUR DSCNT OUT OF FL240. WE GOT INTO A DISCUSSION ABOUT CHKLST PROCS AND AT 17000 FT I ANNOUNCED 17000 FT FOR 16000 FT. I PROCEEDED TO LEVEL OFF AT 16000 FT. 5 MI N OF RADDs INTXN, CTLR QUESTIONED OUR CLRNC. I THEN DSNDED TO 15000 FT AS PREVIOUSLY CLRED. JUST A PLAIN OLD LACK OF CONCENTRATION ON MY PART. NO OTHER TFC IN AREA. SUPPLEMENTAL INFO FROM ACN 450628: AT FL240 ON THE CEDAR LAKE 7 ARR INTO PHL, CTR GAVE US A CLRNC TO CROSS RADDs INTXN AT 15000 FT. 15000 FT WAS SELECTED IN THE ALT ALERT AND CAPT INITIATED OUR DSCNT OUT OF FL240. WE GOT INTO A DISCUSSION ABOUT OUR CHKLST PROCS. 5 MI N OF RADDs, THE CTLR QUERIED OUR CLRNC BECAUSE WE HAD LEVELED OFF AT 16000 FT. THE CAPT DSNDED TO 15000 FT AS PREVIOUSLY CLRED. IT WAS NOT THE TIME OR PLACE TO HAVE THIS DISCUSSION -- WHILE WE WERE DSNding INTO THE TERMINAL AREA. I SHOULD HAVE PAID CLOSER ATTN, AND NOT BEEN DIVERTED FROM MAINTAINING MY SITUATIONAL AWARENESS. NO CONFLICTING TFC IN THE AREA.

Synopsis :

B727 CREW UNDERSHOOT CLRED ALT.

Time

Date : 199910

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AVP.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 180

ASRS Report : 450667

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Controller : Issued Alert

Resolutory Action.Controller : Issued New Clearance

Resolutory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CAPT TAXIED ACFT ONTO ACTIVE RWY 22 AT AVP. CLRNC WAS 'TAXI TO RWY 22.' FO WAS 'HEADS DOWN' COMPLETING TKOF CHKLIST, WHEN ACFT ENTERED ACTIVE RWY FROM AN UNLIT XING RWY. FO LOOKED UP, WHEN ACFT NOSE CROSSED ACTIVE RWY EDGE, AND ASKED/TOLD CAPT 'TAXI TO RWY 22' MEANS HOLD SHORT, NOT TAXI ONTO. CAPT SAID WE WERE CLRED TO 'TAXI TO RWY 22' SO CAPT COULD 'BACK TAXI' INTO TKOF POS (AT THE APCH END OF RWY). AS ACFT TAXIED ONTO THE ACTIVE RWY, TWR SAID 'CALL SIGN, WHERE ARE YOU GOING? I CLRED YOU TO TAXI TO RWY 22, BUT ANYWAY (CALL SIGN) YOU ARE CLRED FOR TKOF.' THIS WAS THE FIRST DEP OF THE MORNING (XA00). TWR/GND -- SINGLE CTLR. NO OTHER TFC ON FINAL OR OPERATING NEAR THE ACTIVE RWY AND TXWYS. BY THE TIME I REALIZED WHAT THE CAPT WAS DOING, IT WAS TOO LATE, THE ACFT WAS ON THE RWY. THE TURN ONTO THE 'CLOSED' INTXN RWY WAS A 30-45 DEG R TURN, MAYBE 100-200 FT TO THE ACTIVE RWY. 'A QUICK R AND QUICK L.' I DIDN'T HAVE A CHANCE AT APPLYING THE BRAKES TO STOP THE ACFT PRIOR TO THE ACFT ENTERING THE RWY.

Synopsis :

MD80 CREW HAD RWY INCURSION.

Time

Date : 199910

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MMMY.Airport

State Reference : FO

Altitude.MSL.Single Value : 31000

Component / 1

Aircraft Component : Fuel Booster Pump

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 450764

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 450765

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CHKLIST ERROR ON DEP OUT OF DFW. MADE A CHKLIST ERROR LEAVING DFW. FORGOT TO TURN ON CTR TANK BOOST PUMPS OUT OF DFW. NOTICED INFLT AND HAD TO LAND WITH ABOUT 1800 LBS OF FUEL IN CTR TANKS. I CAN'T SAY WHY I MISSED IT UNLESS MAYBE A LITTLE TIRED WITH AN EARLY SIGN-IN AT DFW OF XA20. WILL DEFINITELY TRY TO BE MORE VIGILANT IN THE FUTURE.

Synopsis :

FK10 FLC DID NOT BURN CTR TANK FUEL.

Time

Date : 199910

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ABE.Airport

State Reference : PA

Altitude.MSL.Bound Lower : 8000

Altitude.MSL.Bound Upper : 8600

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4000

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 1800

ASRS Report : 451050

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ABE DEP TOLD US TO CLB TO 8000 FT. WE WENT THROUGH THE ASSIGNED ALT TO 8600 FT. DEP TOLD US TO MAINTAIN 8000 FT AND WE DSNDDED BACK DOWN TO 8000 FT. THE FO WAS FLYING AND I WAS PERFORMING AFTER TKOF CHKLIST. CONTRIBUTING FACTORS WERE THE FO'S LACK OF EXPERIENCE IN THE ACFT (LESS THAN 70 HRS), TURB AS WE ENTERED THE BROKEN LAYER OF CLOUDS AND WORKLOAD AT THE TIME OF THE LEVELOFF. THERE WAS NO TFC CONFLICT.

Synopsis :

A REGIONAL JET FLC CLBED ABOVE THE ASSIGNED ALT DEPARTING ABE.

Time

Date : 199910
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : FMS/FMC
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9020
Experience.Flight Time.Last 90 Days : 35
Experience.Flight Time.Type : 875
ASRS Report : 451082

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6900
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Type : 800
ASRS Report : 451165

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE APCHING ORD FROM THE E, WE WERE VECTORED TO THE ARPT FOR A VISUAL APCH TO RWY 22L. THE LOC COURSE OF 222 DEGS WAS SET BY THE FO ON THE CAPT'S HSI. THE LOC FREQ WAS TUNED IN THE STANDBY POS AND THE VOR (ORD) WAS TUNED IN THE ACTIVE POS. THE CAPT WAS NOT AWARE THE VOR AND NOT THE LOC WAS TUNED. THE ACFT WAS NAVED TO RWY 22L VIA THE VOR COURSE INSTEAD OF THE LOC COURSE. WHILE ON BASE TO FINAL APCH, A B727 WAS SEEN ON OUR TCASII AND VISUALLY AND OUR TURN RATE WAS INCREASED SO AS TO AVOID THAT ACFT WHICH WAS LNDG ON RWY 22R. OUR TCASII GAVE US A TA AND AN RA TO AVOID THE B727. THE MISLOCATION OF OUR ACFT WAS DISCOVERED BY THE VISUAL SIGHTING OF THE B727 ON FINAL FOR RWY 22R. THE PROB COULD HAVE BEEN AVOIDED IN SEVERAL WAYS: 1) THE FO SHOULD HAVE TUNED ALL RADIOS PERTAINING TO THE APCH. 2) THE CAPT SHOULD VERIFY WHAT RADIOS ARE TUNED AND WHICH ARE NOT TUNED. TOO MANY ASSUMPTIONS WERE MADE WITHOUT VERIFICATION. 3) VISUAL APCHS TO BUSY ARPTS SHOULD NOT UTILIZED. I THINK CREW INACTIONS CAUSED THIS SIT TO DEVELOP (IE, ACFT BEING BTWN BOTH PARALLEL RWYS). BOTH PLTS IN THE MISPLACED ACFT THOUGHT THE OTHER PLT WAS AWARE OF THE NAV AND RADIO SET-UP.

Synopsis :

AN HS125 FLC STARTED AN APCH USING THE WRONG NAVAID AT ORD.

Time

Date : 199910

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ROA.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3750

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 900

ASRS Report : 451120

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Taxiway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Separated Traffic

Resolatory Action.Other : capt stopped with told

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON OCT/XA/99, FLT X TAXIED TO RWY 10 VIA TXWY C. THE GND CTLR TOLD US TO HOLD SHORT OF TXWY B. THE CAPT STOPPED AT TXWY B TO LET AN ACR B737 ACFT Y PASS, THEN CONTINUED THE TAXI WITHOUT CLRNC. I (THE FO) DID NOT NOTICE THE CAPT CONTINUING THE TAXI BECAUSE I WAS LOOKING UP PWR SETTINGS FOR RWY 10 IN THE TKOF AND LNDG BOOK. I WAS ALSO RUNNING THE TAXI CHKLIST. GND CTL NOTICED US MOVING AND TOLD US TO 'STOP.' WE DID. AN OPPOSITE DIRECTION DC9 ACFT Z WAS GOING TO A GATE THAT OUR ACFT WAS ALMOST BLOCKING.

Synopsis :

AN SF340 FO WAS ATTENDING TO OTHER DUTIES AS HIS CAPT TAXIED OUT TO THE RWY. AFTER STOPPING TO LET ANOTHER ACFT PASS, THE FO DID NOT NOTICE THAT THE CAPT CONTINUED TAXIING WITHOUT PERMISSION. THEY WERE AGAIN TOLD TO STOP AND REALIZED THAT THEY WERE THEN BLOCKING A DC9 FROM ENTERING ITS GATE.

Time

Date : 199910

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SJC.Airport

State Reference : CA

Altitude.AGL.Single Value : 1400

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Flap/Slat Control System

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14700

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 9000

ASRS Report : 451149

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Controller : Issued Advisory

Consequence.Other : Maintenance Action

Situations

Aircraft.Make Model.Value : 148.42

Aircraft.Aircraft Component.Value : 27.8

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ON FINAL APCH INTO SJC, FLAPS 30 DEGS WAS SELECTED. I NOTICED WHILE GOING PAST FLAPS 10 DEGS THE ACFT EQUIPPED MORE AND MORE R AILERON TO KEEP WINGS LEVEL (UP TO 20 DEGS). PWR SETTING WAS NOTED EQUAL, WIND WAS NO FACTOR, FLAP INDICATOR SHOWED NO SPLIT FLAP AND OVERHEAD FLAP INDICATOR SHOWED NORMAL INDICATION. WHILE CHKING PROB, ACFT DRIFTED TO RWY 30R CTRLINE. FO NOTED LINE UP PROB AND THEN TWR, SO I CORRECTED BACK TO RWY 30L CTRLINE AND LANDED WITHOUT INCIDENT. THE ACFT WAS FLOWN 1 LEG EARLIER (SAT TO PHX) BY THE FO. WHEN LNDG IN PHX, THE WIND WAS HIGHLY VARIABLE WITH DUST STORMS IN THE OUTLYING AREA, SO IT WAS HARD TO DETERMINE IF THE PROB EXISTED ON THE PREVIOUS FLT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT THERE WERE NO INDICATIONS ON THE FLT DECK OF A SPLIT FLAP CONDITION. HE FOLLOWED THE STATUS OF THE ACFT AND FOUND OUT THAT THE NEXT DAY, DURING A FERRY FLT, 2 MAINT TECHNICIANS WERE ON BOARD. AS THE FLAPS WERE EXTENDED, EACH TECHNICIAN MONITORED THE FLAPS FROM INSIDE THE ACFT. THOUGH NO SPLIT FLAP INDICATIONS WERE NOTED ON THE FLT DECK, ONE OF THE FLAPS KEPT COMING UP. THE RPTR STATED THAT THE ACFT WAS DOWN FOR MAINT FOR 2 OR MORE DAYS. THIS WAS HIS FIRST EXPERIENCE WITH A SPLIT FLAP PROB ON A B737.

Synopsis :

A B737-200 CAPT INITIALLY EXPERIENCED A FLAP PROB WHICH CONTRIBUTED TO A WRONG RWY APCH.

Time

Date : 199910

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.MSL.Bound Lower : 12000

Altitude.MSL.Bound Upper : 13300

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1100

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 140

ASRS Report : 451290

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AS WE WERE CLBING OUT OF PHL, WE WERE CLRED BY CTR UP TO 12000 FT. I MISUNDERSTOOD THIS CALL AND THOUGHT WE WERE CLRED UP TO 15000 FT. WHEN WE WERE PASSING THROUGH 13000 FT, THE CAPT ASKED IF WE WERE CLRED TO 15000 FT AND I RESPONDED SAYING THAT I BELIEVED CTR HAD CLRED US TO 15000 FT ORIGINALLY. HE WAS THE PNF SO HE CALLED CTR TO CONFIRM OUR ASSIGNED ALT. THE RPTR STATED 12000 FT. I IMMEDIATELY DSNDED BACK DOWN TO 12000 FT. MISCOM WAS A FACTOR.

Synopsis :

A COMMUTER FLC CLBED ABOVE THE ASSIGNED ALT NEAR PHL.

Time

Date : 199910

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EFD.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1500

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 430

ASRS Report : 451297

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 2

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

TAXI INSTRUCTIONS WERE ISSUED TO TAXI RWY 4, HOLD SHORT TXWY E. CAPT BEGAN TO TAXI WHILE I PERFORMED TAXI CHKLIST ITEMS. THE CAPT SPEAKS ENGLISH AS A SECOND LANGUAGE AND I DON'T THINK HE HEARD 'HOLD SHORT.' I LOOKED UP IN TIME TO TELL HIM TO STOP AS WE WERE ABEAM TXWY E. HE THEN INSTRUCTED ME TO INFORM TWR THAT WE WERE READY FOR DEP. HE THEN TOLD US TO TAXI UP TO HOLD SHORT OF THE RWY. HE STARTED TAXIING TO THE HOLD SHORT LINE AND ROUNDED THE CORNER ONTO TAXI E, WHICH IS A TXWY THAT IS LINED UP WITH THE CTRLINE OF RWY 4 BUT WELL SHORT OF THE LNDG THRESHOLD. AS ANOTHER ACFT WAS IN CLOSED TFC, I BELIEVE THE CONFUSING TXWY MARKING, COMBINED WITH THE CAPT'S ENGLISH DEFICIENCIES CONTRIBUTED TO THE SIT IN ADDITION TO CONFUSING SECONDARY TAXI INSTRUCTIONS. THE ACFT IN CLOSED TFC PATTERN KEPT A SAFE ALT AND FLEW OVER TOP OF OUR ACFT TO A SAFE UNEVENTFUL LNDG. TWR REQUESTED NO SPECIAL ACTIONS FROM EITHER ACFT, OR INFO FROM THE PLTS.

Synopsis :

AN EMBRAER 120 FLC TAXIED ONTO THE EXTENDED CTRLINE OF THE ACTIVE RWY. A LNDG ACFT PASSED ABOVE THE TAXIING ACFT AND LANDED.

Time

Date : 199910

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TPA.Airport

State Reference : FL

Altitude.MSL.Single Value : 10000

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 451456

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : Flight Attendant In Charge

Person / 5

Function.Observation : Passenger

Events

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly : Speed Deviation

Resolutive Action.Flight Crew : Declared Emergency

Supplementary

Problem Areas : Passenger Human Performance

Narrative :

FLYING INTO TPA, RECEIVED CALL FROM FLT ATTENDANT THAT WE HAD A PAX IN SEAT XX WHO WAS HAVING CHEST PAINS AND WAS BEING SEEN BY 2 DOCTORS THAT WERE ON THE ACFT. WE DECLARED A MEDICAL EMER AND BELOW 10000 FT WE WENT 320 KTS TO GET TO THE ARPT FASTER. FIRE CREWS WERE ON THE JETBRIDGE TO MEET THE ACFT AND HE WAS TAKEN OFF WITHOUT FURTHER EVENTS. THE FLC DID A GREAT JOB AND HELPED WITH EVERYTHING I NEEDED.

Synopsis :

B757 CREW HAD MEDICAL EMER, PAX WITH CHEST PAINS.

Time

Date : 199910
Day : Thu
Local Time Of Day : 0001 To 0600

Place

State Reference : FO
Altitude.MSL.Single Value : 29000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Positional / Directional Sensing
Aircraft Reference : X
Problem : Improperly Operated

Component / 2

Aircraft Component : Compass (HSI/ETC)
Aircraft Reference : X
Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 700
ASRS Report : 451460

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Non Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Flight Crew : Returned To Original Clearance
Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

ON DSCNT, WE DISCOVERED A PROB WITH THE MECHANICAL DIGITAL READOUT OF OUR HDG SELECTOR. DURING CRUISE, WHILE THE AUTOPLT WAS RECEIVING NAV GUIDANCE FROM THE INS, THE CAPT AND FE DID SOME TROUBLESHOOTING OF THE PROB SO THAT AN AML ENTRY COULD BE MADE. DURING THIS PROCESS, APPARENTLY THE HDG SELECTOR KNOB WAS PUSHED IN, CAUSING THE ACFT TO GO INTO HDG HOLD. AS THE PF, I DID NOT RECOGNIZE THIS. OVER TIME, DUE TO CHANGING WINDS AND VARIATION, WE DRIFTED L OF COURSE. THE FE ACTUALLY NOTICED THIS NOTING THAT THE CDI BAR WAS NOT CTRED. AT THAT TIME I REALIZED WE WERE IN HDG HOLD. WE IMMEDIATELY CORRECTED BACK TO THE AIRWAY. I ESTIMATE THAT WE WERE APPROX 20 MI OFF COURSE. IT IS VERY EASY TO BECOME COMPLACENT TOWARD NAV WHEN YOU OPERATE WITH A GOOD AUTOPLT AND INS. WHEN YOU COUPLE IT UP, IT FLIES THE RTE VERY PRECISELY. IN THE FUTURE, I WILL ENSURE THAT THE ACFT IS STILL IN THE PLANNED MODE AFTER ANYONE TOUCHES ANY TYPE AUTOPLT CTL. I WILL ALSO TRY TO BE MORE VIGILANT AS THE PF TO THE FLT MODE ANNUNCIATORS DURING CRUISE. I TAKE A LOT OF PAINS TO STAY ON TOP OF NAV, USING CHARTS AND NAVAIDS, BUT OUT OVER WATER THIS ERROR SLIPPED BY ME.

Synopsis :

DC10 CREW HAD GROSS NAV ERROR IN RJTG AIRSPACE.

ACN: 451471

Time

Date : 199910

Day : Thu

Local Time Of Day : 1801 To 2400

Place

State Reference : NY

Altitude.MSL.Single Value : 16000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 165

Experience.Flight Time.Type : 4005

ASRS Report : 451471

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 14500

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 720

ASRS Report : 451480

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CHAIN OF EVENTS: 1) TURNED ON WRONG AIRWAY. 2) BLUE MAGIC MARKER TO HIGHLIGHT BLUE AIRWAYS. 3) CTR TURNED US BACK ON COURSE. 4) IMMEDIATE TURN. FLT (BOS-EWR) AT 16000 FT CLRED OVER BAF V292 TO INTERCEPT V213-SAX-EWR. WE WERE ASSIGNED 260 DEG HDG TO INTERCEPT V213 BUT FL (PF) MISMARKED HIS CHART AND INTERCEPTED V123 (IGN 013 DEGS). AFTER ROLLING OUT ON INBOUND TO IGN, CTR ASKED US WHERE WE WERE GOING. ON REALIZING OUR MISTAKE, FO TURNED R BANK TO 260 DEG HDG AND RESET TO INTERCEPT THE CORRECT AIRWAY. CTR THEN CLRED US BACK TO 270 DEG HDG AND PF ASSUMED CTR DESIRED US TO INTERCEPT THE ORIGINAL CLRED RTE AND TURNED TO INTERCEPT V213. CTR NOTICED THE TURN AND ADVISED US THEY STILL WANTED US ON THE ASSIGNED HDG. SHORTLY THEREAFTER, CTR TURNED US DIRECT TO SAX, SLOW TO 250 KTS AND DSND TO 7000 FT. EVERYTHING PROCEEDED NORMALLY THEREAFTER. CAPT WAS GETTING ATIS AND GATE INFO FROM OPS DURING THE NAV PROB. SUPPLEMENTAL INFO FROM ACN 451480: CHAIN OF EVENTS/HUMAN PERFORMANCE CONSIDERATIONS: NEXT TO LAST LEG AT END OF LONG DAY WITH ALMOST 6 HRS DEAD TIME BTWN LEGS (4 LEG DAY). MARKED CHART WITH BLUE FELT TIP HIGHLIGHTER WHICH DIDN'T STAND OUT AGAINST CHART BACKGND IN LIGHTING CONDITIONS. FLT BOS-EWR. WE WERE CLRED OVER BAF (113.0) THENCE V292 TO INTERCEPT V213 TO SAX (115.7) THEN DIRECT EWR BUT FO (PF) MISMARKED HIS CHART AND INTERCEPTED V123 (IGN 117.6) WHILE FLYING AN ASSIGNED 260 DEG HDG TO INTERCEPT V213, THE CLRED RTE. IMMEDIATELY AFTER ROLLING OUT ON THE INBOUND TO IGN, CTR ASKED US WHERE WE WERE GOING. IMMEDIATELY AFTER REALIZING THE MISTAKE, PF ROLLED R BACK TO 260 DEGS AND BOTH PLTS RESET THE NAVAIDS TO INTERCEPT THE CORRECT AIRWAY. CTR ASSIGNED US A 270 DEG HDG AND PF REINTERCEPTED THE CORRECT AIRWAY WHEREUPON CTR ADVISED US WE WERE STILL ON AN ASSIGNED HDG AND NOT CLRED TO INTERCEPT. CTR THEN CLRED US DIRECT TO SAX, SLOW TO 250 KTS AND DSND TO 7000 FT. EVERYTHING PROCEEDED NORMALLY THEREAFTER.

Synopsis :

MD80 CREW HAD A SERIES OF TRACK DEVS.

Time

Date : 199910

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : ZAN.ARTCC

State Reference : AK

Altitude.MSL.Bound Lower : 29440

Altitude.MSL.Bound Upper : 29000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Altimeter

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 2300

ASRS Report : 451475

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CLB THROUGH FL180 WITH 29.48 SET IN ALTIMETER AND AUTOPLT HOOKED TO MY ALTIMETER. CAPT'S ALTIMETER WAS SET TO 29.92 BUT WE WERE BOTH BUSY AND MINE STAYED ON LCL SETTING. WE ENDED UP 300 FT HIGH BEFORE I LEVELED (DISCONNECTED THE AUTOPLT) AND DSNDED TO FL290 AGAIN. THE LEG FROM SITKA TO KETCHIKAN WAS SHORT AND I HAVEN'T BEEN THERE FOR A WHILE.

Synopsis :

MLG CREW HAD ALTDEV.

Time

Date : 199910
Day : Fri
Local Time Of Day : 1201 To 1800

Place

State Reference : TX
Altitude.MSL.Single Value : 20000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Altitude Alert
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 17000
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 12000
ASRS Report : 451506

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5850
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 250
ASRS Report : 451762

Person / 3

Function.Observation : Company Check Pilot

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 5
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Alert
Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON CLBOUT WITH ZHU, WE WERE ISSUED A CLRNC TO FL190. FO DIALED IT, I CALLED IT. THIS WAS FOR XING KING AIR TFC. FO GOT OFF FREQ TO GET WX FOR SAT. WHEN RETURNING TO FREQ, HE LOOKED AT THE ALT WINDOW WHICH WAS READING FL200 AND THOUGHT THAT ATC HAD ISSUED US ANOTHER CLRNC. AT THAT MOMENT, WE RECEIVED A TA/RA XING, CLB COMMAND. AFTER COMPLETING THE MANEUVER, WE WERE AT THE SAME ALT AS THE KING AIR. WE HAD A VISUAL ON HIM AND PASSED HIM FROM WELL BEHIND AND TO THE R (ABOUT 2 MI). I KNEW WE HAD LOST OUR SEPARATION. THE CTLR ASKED IF WE WERE MAINTAINING FL190. I LOOKED AT THE ALT WINDOW SHOWING FL200 AND STATED WE WERE CLRED TO FL200. AFTER THE XMISSION, I KNEW THAT WAS NOT RIGHT, BUT HAD NO TIME TO TELL THE CTLR.

Synopsis :

A B737-300 FLC CLBED ABOVE THE ASSIGNED ALT AND RECEIVED A TCASII RA. THE RA MANEUVER PLACED BOTH ACFT AT THE SAME ALT NEAR IDU.

Time

Date : 199910

Day : Tue

Local Time Of Day : 1801 To 2400

Place

State Reference : FO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 928

ASRS Report : 451757

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 125

Experience.Flight Time.Type : 5000

ASRS Report : 451425

Person / 3

Function.Flight Crew : Second Officer

ASRS Report : 451276

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

TAXIING S ON TXWY F, APCHING K LOOP, TOLD 'TAXI SHORTEST WAY' TO RWY 8L. HAD PREVIOUSLY BEEN TOLD TO 'TAXI RWY 8L W1.' CAPT HAD NO EXPERIENCE IN EUROPE, I OVER 2 YRS EXPERIENCE. DARK EVENING WITH NO OTHER GND TFC. ON S SIDE OF K LOOP, TOLD 'CLRED FOR TKOF RWY 8L.' STOPPED AT APPROX R TURN ON S1 (SEE ATTACHED CHART). I THOUGHT WE WERE AT W1. CONTINUED TAXI AND CROSSED RWY 8L AT S1 THINKING THE HOLD SHORT LIGHTS WE COULD SEE WERE FOR WY 8L -- THEY WERE FOR RWY 8R. AS WE EXITED RWY 8L SBOUND, FE SAID 'I THINK WE JUST CROSSED A RWY.' STOPPED AT S1. INFORMED GND OF OUR LOCATION. RECLRED BACK ONTO RWY 8L ON S2 FOR TKOF. PARIS HAS UNSATISFACTORY GND MARKINGS. VERY CONFUSING. DUE TO TAXI RTE, WE DID NOT CROSS ANY STOP BARS! IT WAS DARK AND NO OTHER ACFT TO JUDGE OUR LOCATION FROM. GND WAS OF NO HELP. CONFUSION IN COCKPIT. CAPT WAS RELYING ON ME FOR GND GUIDANCE. TO DO AGAIN, I WOULD HAVE HAD CAPT STOP PLANE AND WE WOULD HAVE DISCUSSED RTE HE WANTED TO TAXI TO GET TO RWY. NO HELP FROM GND CTL. UNSATISFACTORY GND MARKINGS. SUPPLEMENTAL INFO FROM ACN 451425: BOTH COPLT AND MYSELF HAVE TAXI CHART OUT. WE REQUEST FURTHER INSTRUCTIONS 3 TIMES DURING TAXI. COPLT AND I DISAGREED ON WHICH WAS SHORTEST RTE. I WANTED TO GO VIA W1, HE VIA K3, W2 TO W1. SUPPLEMENTAL INFO FROM ACN 451276: IT WAS DARK, THERE WERE NO RED HOLD SHORT LIGHTS ON OUR RTE OF TAXI. THE RWY EDGE LIGHTS WERE OFF, AND THE CTRLINE LIGHTS WERE NOT VISIBLE.

Synopsis :

A B727 FLC TAXIED ACROSS AN ACTIVE RWY AT CDG, FO.

Time

Date : 199910

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Altitude.MSL.Bound Lower : 13000

Altitude.MSL.Bound Upper : 13400

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Autoflight System

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 25000

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Type : 300

ASRS Report : 451952

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

NORMAL TKOF AND INITIAL CLBOUT HEADING 050 DEGS CLB INITIAL TO 10000 FT OUT OF 8000 FT CLRNC TO 13000 FT TURN R TO 180 DEGS. I REACHED TO TURN ON THE AUTOPLT AND FUMBLLED WITH THE SWITCH. EVIDENTLY, NOT ENGAGING IT I PULLED THE ALT KNOB AND COULD HAVE SWORN I SAW AMBER ARM ON FMA. STARTED THE R TURN CLBED THROUGH 10000 FT STARED TO ACCELERATE AND FO RECEIVED CLRNC DIRECT TO INTXN ON GENEVA 2 DEP. I ACCIDENTALLY REVERSED (I THINK -- NOT SURE) SELECTING NAV THEN SWITCHED TO INS. REALLY, NOT SURE. THE FO SUBSEQUENTLY SAID 'YOU'RE NOT TURNING.' I RECHKED FMA AND INS NAV NOT LIT. WENT TO RE-SELECT INS AND NAV AND SO SAID ALT 13000 FT. I WAS CLBING THROUGH IT. I ROLLED THE NOSE DOWN AND STOPPED CLB. INADVERTENTLY, DISCONNECTED AUTOPLT THEN RE-SELECTED AUTOPLT AND PULLED ALT BUTTON BUT ACFT WAS IN SLIGHT CLB AND THE NEXT THING I DID WAS TO RE-SELECT INS/NAV. IN SECONDS THE ACFT I THOUGHT WAS LEVEL AT 13000 FT HAD SLIGHTLY ASCENDED THROUGH 13400 FT. THE ACFT WAS THEN RE-DSNDED TO 13200 FT FOR 13000 FT WHEN CTLR CLRED US TO FL210. END OF INCIDENT.

Synopsis :

CAPT OF A DC10 OVERSHOT ALT DURING SID DEP AND ALSO WAS SLOW IN TURNING ON HEADING DUE TO MISSETTING THE AUTOPLT MODE FOR ALT CAPTURE AND HEADING CTL.

Time

Date : 199910

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : PA

Altitude.MSL.Bound Lower : 16000

Altitude.MSL.Bound Upper : 17500

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : FMS/FMC

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17900

Experience.Flight Time.Last 90 Days : 175

Experience.Flight Time.Type : 1020

ASRS Report : 452047

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 2000

ASRS Report : 452439

Person / 3

Function.Flight Crew : Relief Pilot

Experience.Flight Time.Total : 9500

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 900

ASRS Report : 415938

Person / 4

Function.Controller : Radar

Person / 5

Function.Oversight : Flight Attendant In Charge

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Undershoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Insufficient Time

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Cabin Crew Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

ZNY GAVE US A FREQ CHANGE. AT THE SAME TIME A FLT ATTENDANT CAME INTO THE COCKPIT, EXPRESSING HER DISAPPROVAL ABOUT A PREVIOUSLY DISCUSSED ITEM. BEFORE I WAS ABLE TO ADDRESS HER, SHE LEFT IN A HUFF, IMPLYING THAT I HAD TAKEN TOO LONG. MY COPLT AND I STARTED TO DISCUSS THIS SIT, THEN WE GOT ANOTHER FREQ CHANGE. THIS CTLR TOOK EXCEPTION TO MY OMISSION OF OUR CALL SIGN, WHEN HE ADDED A SPD RESTR. MY COPLT TOLD ME HE HAD A PREVIOUS CONFLICT WITH THIS CTLR THE WK BEFORE. THE CTLR ADVISED ME THAT HE DIDN'T HAVE 'CALLER IDENT' AND THEN WE WERE GIVEN A CLRNC TO CROSS LRP VOR AT 16000 FT. I CHANGED THE ALT ON THE MCP, AND ALSO PUT THE RESTR IN THE FMC. I THOUGHT THE COPLT ACKNOWLEDGED THIS CLRNC. I WAS NOW PREOCCUPIED WITH THE 2 CONFLICT ISSUES WHEN THE CTLR ASKED IF WE WERE GOING TO MAKE OUR LRP RESTR. WE WERE 3 MI FROM LRP. I TOLD HIM I THOUGHT SO, AND THE COPLT STARTED DOWN AS FAST AS HE COULD. WE CROSSED LRP ABOUT 17500 FT, AND I WAS GIVEN A PHONE NUMBER TO CONTACT ZNY AFTER LNDG. WE WERE AT THE END OF A 9 HR FLT FROM EUROPE. WE WERE BOTH TIRED, AND THE 3RD PLT WAS OUT OF THE COCKPIT. THE COPLT TOLD ME HE WAS NOT AWARE OF OUR DSCNT CLRNC UNTIL THE CTLR QUERIED US. I ENTERED THE ALTS, BUT CANNOT REMEMBER IF HE VERIFIED THEM. MY MIND WAS PREOCCUPIED WITH THE CONFLICT ISSUES. I HAD FORGOTTEN ABOUT THE RESTR, AND MY COPLT WAS NOT AWARE OF IT, OR HAD FORGOTTEN AS WELL. FATIGUE, CONFLICT, AND AUTOMATION ARE ALL CONTRIBUTORS TO MISSING THIS CLRNC. SUPPLEMENTAL INFO FROM ACN 452439: WE CHKED ON ZNY LEVEL AT FL370. THE CTLR GAVE US A CLRNC TO FL200. THE CAPT READ BACK THE CLRNC, AND THE CTLR VERIFIED WE HAD CLRNC AND THE CAPT FAILED TO SAY OUR CALL SIGN ON THE SECOND CLRNC. THE CTLR THEN SAID HE DID NOT HAVE CALLER IDENT AND THE CAPT THEN HAD A TONE IN HIS VOICE OF DISGUST AS WELL AS THE CTLR. THE COCKPIT CREW WAS IN THE MIDDLE OF CHANGING CREW MEMBERS AS WELL AS THE PURSER IN THE COCKPIT WITH A PROB IN THE CABIN. I WAS FLYING NOW AND THE CTLR GAVE US ANOTHER CLRNC, TO CROSS LANCASTER AT 17000 FT. THE CAPT READ BACK THE CLRNC AND WE BOTH SET THE ALT FOR LANCASTER. I WAS THINKING OF LAST WK WHEN THIS SAME CTLR AND ANOTHER FLT WERE INTO ALMOST AN ARGUMENT OVER ANOTHER CLRNC AND HOW IT HAPPENED TO US THIS WK. I ALSO WAS THINKING ABOUT HOW OVERWORKED OR STRESSED OUT THE CTLR MUST BE. ABOUT THE TIME THE CAPT CHANGED THE ALT SETTING AND WE GOT A BAROMETER DISAGREE ON EICAS WELL THAT BROUGHT ME BACK FROM MY DAYDREAM AND WONDERED WHY HE CHANGED IT WHEN WE WERE STILL AT FL200. WELL HE SAW LANCASTER COMING UP ON THE MAP AND JUST ASSUMED (I GUESS) THAT WE WERE GOING TO BE AT 17000 FT. JUST ABOUT THAT TIME THE CTLR ASKED IF WE WERE GOING TO MAKE THE XING. WELL WE DID NOT MAKE IT AND WE PHONED A SUPVR LATER ON THIS ISSUE. WE ALL BRIEFED THE MISSED ALT AND I CAME AWAY WITH THESE CONTRIBUTING FACTORS: 1) CREW REST -- I HAD BEEN UP SINCE XA00 EST AND HAD 3RD BREAK, IN THE CABIN. I GOT NO SLEEP DUE TO THE FACT THE FLT ATTENDANTS WERE SERVING SECOND SERVICE. 2) FLC AND CTLR INTERFACE WAS INADEQUATE AND UNPROFESSIONAL WHICH DISTRACTED ME FROM FLYING 'FIRST.' 3) FLC FROM NOT DOING SOP'S AND BACKING EACH OTHER UP. 4) MOSTLY FOR ME, IT IS A MATTER OF FATIGUE AND NOT FOCUSING ON MY JOB. I WAS ENTIRELY TOO TIRED TO BE THERE. I THINK WE ARE FLYING TOO MANY TIME ZONES IN MONTH, NOT TO COUNT UP TO 5 ATLANTIC XINGS IN 1 MONTH. ALL THIS CONSIDERED IT IS STILL MY RESPONSIBILITY FOR THE DEV. SUPPLEMENTAL INFO FROM ACN 451938: I WAS RETURNING TO THE COCKPIT AFTER TAKING A BATHROOM BREAK. COPLT WAS FLYING, CAPT WAS PNF. THE ACFT WAS DSNDING VERY RAPIDLY, AIRSPD 320 KTS, SPD BRAKES FULLY EXTENDED. 16000 FT WAS SET IN ALT WINDOW. WE WERE GOING THROUGH APPROX 18000 FT. ZNY SAID '...SAY ALT.' I NOTICED THAT WE HAD JUST PASSED LRP. CAPT STATED THE ALT WHICH WAS NOT 16000 FT. THEN ZNY READ OUT A PHONE NUMBER FOR US TO COPY. ACCORDING TO THE CAPT AND COPLT, EARLIER CTR GAVE HEADING INSTRUCTIONS FOR US AND CAPT RESPONDED WITHOUT OUR IDENT. CTR SAID 'I DON'T HAVE CALLER IDENT, USE PROPER PHRASEOLOGY.' THIS CONFLICT CAUSED BOTH PLTS TO BE DISTRACTED. THEN THE XING RESTR AT LRP WAS GIVEN. CAPT RESPONDED, 'SET 16000 FT IN WINDOW, AND TYPED IT INTO THE FMC.' SOP REQUIRES THE PF TO POINT TO THE NEW ALT. EVIDENTLY THE COPLT WAS STILL LOOKING OUT HIS WINDOW DISTRACTED BY THE CTLR'S ATTITUDE AND DID NOT HEAR OR SEE ANY CHANGE OR INSTRUCTIONS. THE CAPT THOUGHT THE COPLT WOULD COMPLY WITH THE RESTR SO NEVER SAID ANYTHING UNTIL TOO LATE. BOTH PLTS WERE FATIGUED AFTER A 9 HR FLT FROM MUC, BOTH DISTRACTED BY CTLR, SOP'S WEREN'T FOLLOWED.

Synopsis :

B777 CREW DID NOT COMPLY WITH ALT XING RESTR.

Time

Date : 199910

Day : Sat

Local Time Of Day : 0001 To 0600

Place

State Reference : NY

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 250

ASRS Report : 452060

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolutive Action.Flight Crew : Became Reoriented

Resolutive Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE FOLLOWING THE HUDSON RIVER NBOUND IN A DSCNT TO 3500 FT, WE WERE GIVEN A CLRNC FOR THE RIVER VISUAL TO RWY 13 AT LGA. AFTER RECEIVING THIS CLRNC, WE CONTINUED OUR DSCNT TO 2000 FT SO AS TO MAINTAIN 2000 FT UNTIL TURNING FINAL. AS WE LEVELED OFF AT 2000 FT APCH CALLED REQUESTING OUR ALT, WHICH WAS 2000 FT. APPARENTLY OUR CLRNC WAS TO FLY THE RIVER VISUAL AND MAINTAIN 3500 FT UNTIL ABEAM CENTRAL PARK. WE HAD READ BACK OUR CLRNC AS 'CLRED THE RIVER VISUAL TO RWY 13,' WITH NO MENTION OF 3500 FT ABEAM CENTRAL PARK. AS A RESULT OF THE MISUNDERSTANDING THERE WERE NO CONFLICTS, AND APCH CTL SAID WE COULD MAINTAIN 2000 FT AND CONTINUE OUR APCH. I BELIEVE THE SIT COULD HAVE BEEN AVOIDED BY CORRECTING OUR CLRNC RESPONSE.

Synopsis :

AN ACR FLC FLYING AN MD80 INTO LGA FAILED TO MAINTAIN ALT AS ASSIGNED BY ATC.

Time

Date : 199910

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : OH

Altitude.MSL.Bound Lower : 13000

Altitude.MSL.Bound Upper : 13500

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : INS / IRS / IRU

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 180

ASRS Report : 452068

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Flight Crew : Returned To Original Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DURING CLBOUT FROM DTW WITH THE CAPT AS PF, WE WERE INSTRUCTED TO LEVEL AT 13000 FT. PASSING APPROX 10000-11000 FT, WE WERE GIVEN A 220 DEG HDG TO PROCEED DIRECT CAVVS WHEN ABLE. WITH THE AUTOPLT ENGAGED, CAPT BECAME INVOLVED WITH SELECTING FLT GUIDANCE MODES AND INS DEST DIRECT TO CAVVS. APCHING 13000 FT (LEVELOFF ALT), WITH CAPT STILL DISTR WITH FGS/INS ACTIVITIES, I MENTIONED THAT WE DID NOT HAVE AN ALT CAPTURE ANNUNCIATION ON OUR FMA PANEL. AS WE PASSED THROUGH 13000 FT STILL CLBING 300-400 FPM, I STATED 'WE NEED TO LEVEL AT 13000 FT.' CAPT MADE AN INITIAL MOVE TO BRING THE ACFT BACK TO 13000 FT, THEN AGAIN BEGAN WORKING WITH FGS MODES, AUTOPLT AND AUTOTHROTTLES. THE ACFT AGAIN BEGAN CLBING, SLOWLY AT FIRST, AND THEN MORE RAPIDLY. APCHING 13200 FT, CALLED 'LEVEL 13000 FT.' SIMULTANEOUSLY, THE SO CALLED 'STILL CLBING.' WHEN THE CAPT DID NOT INTERVENE, I TOOK CTL OF THE ACFT, DISCONNECTED THE AUTOPLT, AND MADE A POSITIVE CORRECTION BACK TOWARD 13000 FT. ALT HAD INCREASED TO ALMOST 13500 FT (500 FT HIGH). WITHIN SECONDS, ZOB ISSUED FURTHER CLB CLRN TO FL210. CTRLR DID NOT MENTION ALTDEV AND NO PROX TFC WAS NOTED. AFTER STABILIZING THE ACFT IN THE NEW CLB, I RE-ENGAGED THE AUTOPLT, SELECTED THE PROPER FLT GUIDANCE MODES, AND RETURNED CTL OF THE ACFT TO THE CAPT. THIS WAS OUR FIRST LEG TOGETHER, AS THE ENTIRE CREW HAD BEEN CALLED OUT FROM RESERVE FOR THIS TRIP. ALTHOUGH FAIRLY NEW IN THE DC10, I HAD JUST FINISHED A 4-DAY TRIP THE DAY PRIOR AND FELT PROFICIENT. THE CAPT HAD COMMENTED THAT HE HAD FLOWN VERY LITTLE RECENTLY AND HAD LIMITED EXPERIENCE ON THE ACFT. STILL HE CHOSE TO FLY THE FIRST LEG. DURING THE FINAL STAGES OF THE CLB TO 13000 FT, THE CAPT WAS VERY INVOLVED IN LATERAL NAV AND AIRSPD CTL WITH THE INS, FGS AND AUTOTHROTTLES. I BELIEVE, WHEN THE SELECTIONS HE WAS ATTEMPTING TO MAKE DID NOT GIVE THE ANTICIPATED RESULTS AND INDICATIONS, HE BECAME SOMEWHAT CONFUSED AND OVERLOADED TO THE EXCLUSION OF ALT AWARENESS. WHEN HE WAS MADE AWARE OF THE FIRST ALT EXCURSION, HE INITIALLY MADE A MOVE BACK TOWARD 13000 FT, BUT QUICKLY BECAME DISTR AGAIN TRYING TO MAKE THE AUTOFLT SYS CTL AND INDICATE AS HE DESIRED. HE NEVER GOT THE ACFT POSITIVELY LEVELED OFF. THE ONE THING THAT DID WORK RIGHT THROUGHOUT THE SCENARIO WAS THE 3-MAN COCKPIT CONCEPT. WHEN I NOTICED THE CAPT OVERLY FOCUSED ON THE AUTOFLT SYS, IT CAUSED ME TO BECOME VERY ATTENTIVE AND FOCUSED ON ACFT PERFORMANCE THROUGHOUT THE SCENARIO. AS WELL, THE INITIAL ALT EXCURSION CAUSED THE SO TO BECOME VERY FOCUSED ON MONITORING ACFT PERFORMANCE. EVEN THOUGH SHE WAS NEW AT THE AIRLINE, SHE DID NOT HESITATE TO SPEAK UP AS THE SECOND EXCURSION WAS OCCURRING. TO HIS CREDIT, THE CAPT WAS NOT OFFENDED BY HAVING ACFT CTL TAKEN AWAY, BUT RATHER APPRECIATIVE. GIVEN THE CIRCUMSTANCES, HE EXERCISED VERY GOOD CRM AFTER THE INCIDENT HAD PASSED, AND WAS VERY OPEN TO DISCUSSING THE ENTIRE SIT IN ORDER FOR ALL OF US TO LEARN FROM IT.

Synopsis :

DC10 CREW HAD ALT OVERSHOOT.

Time

Date : 199910

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : MI

Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : IMC

Component / 1

Aircraft Component : Pitot/Static Ice System

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2400

Experience.Flight Time.Last 90 Days : 320

Experience.Flight Time.Type : 750

ASRS Report : 452161

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE FLYING A 11000 FT JUST PAST LAN VOR ON THE SPRTN 3 ARR INTO YIP IN IMC AND MODERATE ICING CONDITIONS. I (CAPT, PNF) HAD JUST RECEIVED THE ATIS AT YIP AND HAD SWITCHED BACK TO THE ATC FREQ WHICH THE FO HAD BEEN MONITORING WHEN THE FO STARTED TO DSND TO 1500 FPM. I ASKED WHAT ALT WE HAD BEEN CLRED TO WHEN THE FO SAID WE WERE STALLING. I SAW NO INDICATION OF A STALL ON MY INSTS AND AS I ASKED THE FO WHY HE THOUGHT WE WERE STALLING I ALSO XCHKD THE INSTS. HIS AIRSPD INDICATOR WAS PASSING THROUGH 100 KTS AND DECREASING WHILE MY AIRSPD INDICATOR WAS SHOWING 200 KTS. WE QUICKLY DETERMINED HIS PITOT TUBE HAD STOPPED WORKING. I TOOK CTL OF THE AIRPLANE AT 10000 FT AND CLBED BACK TO 11000 FT. THE PROB WAS THE R SIDE PITOT TUBE HEAT HAD MALFUNCTIONED AND THE TUBE HAD BECOME ICED OVER. I FLEW THE REST OF THE LEG BACK TO YIP AND WROTE THE DISCREPANCY IN THE FLT LOG.

Synopsis :

A CASA 212 FREIGHTER FLC ENCOUNTERS ICE ENRTE TO YIP RESULTING IN THE R SIDE PITOT TUBE BECOMING OBSTRUCTED.

Time

Date : 199910

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZAU.ARTCC

State Reference : IL

Altitude.MSL.Single Value : 10600

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4800

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 1800

ASRS Report : 452196

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Non Adherence : Clearance

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

DSNDING INTO ORD WE WERE TOLD TO CROSS 40 MI SW OF ORD AT 10000 FT MSL. FOR THAT DSCNT, WE WERE ALREADY 2500 FT HIGH ON THE DSCNT PROFILE. I INCREASED SPD AND USED SPD BRAKES TO AID THE DSCNT. AT 10800 FT WE WERE TOLD TO SLOW TO 250 KIAS. THE CAPT RESPONDED BY SAYING 'IF WE HAVE TO SLOW, WE WON'T MAKE 10000 FT BY 40 MI OUT OF ORD.' CTR RESPONDED WITH 'YOU WERE CLRED TO 11000 FT. CLB BACK TO 11000 FT AND SLOW TO 250 KTS.' THE LOWEST WE GOT WAS 10600 FT. I BELIEVE THE CLRNC WAS TO 10000 FT AND I KNOW IT WAS READ BACK AS 'DSND TO 10000 FT -- ONE ZERO THOUSAND FT' AS OUR OPERATIONS MANUAL RECOMMENDS. THIS MAY BE PART OF THE DON'T CORRECT READBACKS A RECENT INTERP BY THE FAA. I ALSO BELIEVE THAT MY CORRECTIVE ACTION OF DISCONNECTING THE AUTOPLT AND GETTING BACK TO 11000 FT FROM 10600 FT DIDN'T CAUSE A CONFLICT IN TFC.

Synopsis :

AN ACR FLC FLYING AN UNIDENTED TURBOJET ACFT INTO ORD RPTS A MISUNDERSTANDING CONCERNING ATC INSTRUCTIONS AND THE APPARENT FAILURE OF ATC TO CORRECT THE FLC CLRNC READBACK.

Time

Date : 199910

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.MSL.Bound Lower : 4600

Altitude.MSL.Bound Upper : 1800

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Hydraulic Syst Reservoir Tank

Aircraft Reference : X

Problem : Failed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14800

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 2525

ASRS Report : 452198

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Narrative :

ABOUT 30 SECONDS TO 1 MIN AFTER GEAR WAS SELECTED DOWN, WE HAD A COMPLETE LOSS OF SYS 'A' HYD. THIS OCCURRED BTWN 1600-1800 FT MSL, ON ABOUT A 5 MI FINAL TO RWY 27 IN BOS. THE FO WAS PF, AND I WAS THE PNF. I DECLARED AN EMER, TOLD THE TWR THE NATURE OF THE EMER, AND WE THEN EXECUTED A MISSED APCH. WE WERE HANDED BACK TO BOS APCH CTL AND I INFORMED THEM THAT I WOULD NEED ABOUT 5 MINS TO COMPLETE CHKLISTS, BEFORE RETURNING TO BOS FOR LNDG. I THEN INFORMED THE PAX, FLT ATTENDANTS ON THE SIT AND REASON FOR THE GAR. I SAID THAT AFTER I RUN SOME CHKLISTS, WHICH WOULD TAKE ABOUT 5 MINS OR SO, I WOULD GET BACK TO THEM AND LET THEM KNOW WHAT WOULD HAPPEN NEXT. RAN THE LOSS OF SYS A HYD CHKLIST IN THE QRH. GEAR WAS ALREADY DOWN, AND FLAPS WERE AT 5 DEGS. I INFORMED THE COMPANY VIA RADIO THE NATURE OF THE EMER, AND TO INFORM OPS. REQUESTED RADAR VECTORS TO RWY 22L. I MADE A PA TO THE PAX AGAIN, LETTING THEM KNOW WE WERE ALL SET UP TO RETURN TO THE FIELD FOR LNDG. I SAID EVERYTHING ABOUT THIS APCH AND LNDG SHOULD FEEL NORMAL TO THEM. THE ONLY DIFFERENCE IS THAT AFTER LNDG, WE WILL BE STOPPING ON THE RWY TO AWAIT A TOW TRUCK (TUG) TO TAKE US TO THE GATE. I ALSO MENTIONED THAT EMER VEHICLES WOULD BE ON THE GND ON MY REQUEST, JUST FOR ADDITIONAL SAFETY. I INFORMED THE FLT ATTENDANTS THAT EVERYTHING WAS GOOD, AND THE LNDG SHOULD BE A NON EVENT, LNDG IN ABOUT 5-7 MINS. WAS TURNED ON ABOUT 15-18 MI FINAL TO INTERCEPT RWY 22L. VMC CONDITIONS. RADAR VECTORS AT 3000 FT MSL THE ENTIRE EVENT. THE RWY WAS 10000 FT IN LENGTH, AND AFTER LNDG WE ALLOWED THE ACFT TO ROLL TOWARD THE END OF THE RWY FOR THE FULL STOP. SET BRAKES, AND SHUT DOWN THE ENGS (APU ON LINE). EMER CREWS INSPECTED THE ACFT, SAID THERE WAS A LITTLE SMOKE COMING FROM THE R MAIN GEAR, BUT AFTER A CLOSER LOOK, SAID IT WAS FROM HYD FLUID DRIPPING ON THE BRAKE AREA, AND THERE WAS NO PROB. MAINT SHOWED UP AND PINNED THE GEAR AND TOWED US TO GATE X IN BOS. WERE MET BY STATION PERSONNEL, OFFERED ANY ASSISTANCE, I THEN WENT TO CALL OPS WITH A RPT.

Synopsis :

AN ACR CAPT, PNF, DECLARED AN EMER AFTER THE COMPLETE LOSS OF HYD SYS A DURING APCH TO BOS.

ACN: 452333

Time

Date : 199910

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : NY

Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7600

Experience.Flight Time.Last 90 Days : 115

Experience.Flight Time.Type : 2400

ASRS Report : 452333

Person / 2

Function.Flight Crew : First Officer

Events

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTED SYR FOR BOS. I HAVE HAD THIS SEQUENCE A TOTAL OF 8 TIMES DURING THIS MONTH. TO DATE WE'VE FLOWN THIS TRIP 5 TIMES. FO WAS THE PF. ABOUT 10 MINS OUT (20 MI) FROM SYR, WE WERE GIVEN A HDG OF 120 DEGS, DIRECT ALB WHEN ABLE, CLB TO 12000 FT. I READ BACK THE CLRNC WITH THE 12000 FT, SET 12000 FT, POINTED TO IT AND THE FO POINTED AND REPEATED '12000 FT.' SEVERAL MINS PASSED OF NEAR TOTAL RADIO SILENCE (THIS APPEARS TO BE A SLOW TIME IN SYR'S AIRSPACE) BEFORE WE LEVELED OFF AT THE ASSIGNED 12000 FT. ONCE WE LEVELED OFF, THE CTLR CALLED, DID YOU STOP AT 12000 FT?' I THOUGHT THAT MAYBE HE HAD GIVEN US A HIGHER CLB THAT I SOMEHOW MAY HAVE MISSED. I REPLIED, 'YES SIR, LEVEL AT 12000 FT AS ASSIGNED.' 'NEGATIVE, YOU WERE GIVEN 10000 FT. I'VE NEVER GIVEN 12000 FT IN THE 9 YRS I'VE BEEN HERE!' THE CTLR SAID VERY BELLIGERENTLY. I CHKED WITH THE FO. WAS I INCORRECT? HADN'T HE HEARD 12000 FT TOO? HE CONFIRMED THAT HE 'THOUGHT' THAT HE HAD HEARD 12000 FT ALSO. 'NO SIR. I JUST CHKED WITH MY FO. WE BOTH HEARD 12000 FT, SET AND CONFIRMED IT.' I TRIED TO EXPLAIN. THE REPLY FROM THE CTLR WAS AN UNINTELLIGIBLE GRUMBLE AND HDGF TO ZBW WITH NO FURTHER MENTION OF THE EVENT. THE FOLLOWING DAY, I AGAIN WAS THE PNF ON THE SAME FLT WITH A DIFFERENT FO. I HAD FILLED HIM IN ON THE PREVIOUS DAY'S EVENTS SO WE WERE WAITING SPECIFICALLY TO HEAR WHAT WOULD BE GIVEN FOR A CLRNC. SURE ENOUGH, THE CTLR (A DIFFERENT GENTLEMAN) SAID, 'TURN TO 120 DEGS, DIRECT ALBANY WHEN ABLE, CLB TO 12000 FT.' 'SEE!?' I SAID TO MY FO AS I READ BACK THE CLRNC AND SET THE 12000 FT ASSIGNED ALT. I TOLD THE FO TO CLB SLOWLY TO GIVE ME TIME TO QUERY THE CTLR THIS TIME. 'SYRACUSE, DO YOU HAVE TIME FOR A QUESTION?' I ASKED THE CTLR. WHEN HE SAID HE DID, I PRESENTED THE QUESTION TO HIM IF IT IS, OR IS NOT, NORMAL TO BE CLRED TO 12000 FT AT THAT POINT ON THAT ROUTING. HE SAID, 'NO, I CLRED YOU TO 10000 FT.' I ANSWERED, 'NO SIR, THE SAME THING HAPPENED YESTERDAY, I WAS WAITING TODAY TO HEAR SPECIFICALLY WHAT YOU WOULD SAY. YOU STATED '12000 FT.' MY FO AND I BOTH CLRLY HEARD IT AND SET IT.' 'OH GEE, I THOUGHT I GAVE YOU 10000 FT. MUST BE THINKING ABOUT CALL SIGNS, HDGS, AND MAINTAINING 10000 FT. SORRY.' I WAS VINDICATED! ALL OF THIS CONVERSATION WAS NON CONFRONTATIONAL ALBEIT VERY INFORMATIVE. HAVING A DIFFERENT FO THERE AS A WITNESS TO THE WHOLE PROCESS MADE IT MUCH MORE BELIEVABLE THAT IT WAS INDEED JUST ONE OF THOSE PLT/CTLR ERRORS THAT WE ALL READ ABOUT. EVEN THOUGH I HAD READ BACK AND CONFIRMED WITH THE OTHER PLT THE STATED ALT, IT WAS INCORRECT AND CTLR FAILED TO CATCH IT. IN THE FUTURE, A DOUBLE READBACK OF ASSIGNED ALTS MAY BE THE ORDER OF THE DAY. NEEDLESS TO SAY, THIS COMING MONDAY WHEN I FLY THIS TRIP AGAIN, I'LL BE LISTENING VERY CAREFULLY AT THAT JUNCTURE!

Synopsis :

AN ACR FLC FLYING AN SF340 FROM SYA RPTS CONFLICTING AND CONFUSING CLB INSTRUCTIONS FROM ATC.

Time

Date : 199910

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : TN

Altitude.MSL.Single Value : 21000

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 13500

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 3000

ASRS Report : 452340

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

GIVEN DSCNT TO CROSS HLI AT 10000 FT. WE WERE ON A HDG AT THE TIME, TOLD TO TURN R 20 DEGS FOR OUR DSCNT. I TURNED R 20 DEGS WHILE GOING THROUGH FL210. I BELIEVE R 20 DEGS WAS READ BACK. AT 19700 FT, WE WERE TOLD TO TURN IMMEDIATELY TO L 180 DEGS AND LEVEL AT FL190. WE ALSO HAD A TCASII TA. I MANUALLY TURNED THE ACFT AND LEVELED OFF AT FL190. CTLR SAID HE HAD GIVEN US A L 20 DEGS, NOT R. WE HAD THE OTHER TFC ON TCASII AT A DISTANCE OF 5 MI AND 1000 FT BELOW US. TALKING IN THE COCKPIT WE BOTH THOUGHT OUR TURN WAS TO THE R. I AM NOT SURE WHAT CAN BE DONE ANY DIFFERENTLY. I GUESS JUST LISTEN BETTER AND READ BACK A HDG, NOT JUST R 20 DEGS.

Synopsis :

AN ACR FLC FLYING F100 NEAR HLI FAILED TO FOLLOW ATC INSTRUCTIONS FOR A HDG CHANGE RESULTING IN A TRACK DEV.

Time

Date : 199910

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : MD

Altitude.MSL.Bound Lower : 27400

Altitude.MSL.Bound Upper : 28000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Autoflight System

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 452361

Person / 2

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 200

ASRS Report : 452320

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 3

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CTR CLRED US FOR A DSCNT FROM FL290 TO FL280. FLC WAS DISTR DURING DSCNT AND AUTOPLT ALT SELECT WAS EITHER NOT SELECTED OR FAILED TO CAPTURE SELECTED ALT OF FL280. FLC NOTICED ALTDEV WHILE PASSING FL274. AUTOPLT WAS DISCONNECTED AND ACFT BEGAN TO LEVEL OFF. CTR RECLRED ACFT TO FL270. NO ACFT SEPARATION CONFLICT OCCURRED. BOTH PLTS SIMPLY BEGAN TO PREPARE FOR ARR WHILE ACFT WAS DSNDING.

Synopsis :

FLC OF AN LGT OVERSHOT DSCNT ASSIGNED ALT DUE TO RELYING ON AUTOPLT TO CAPTURE ALT.

Time

Date : 199910

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : FAT.Airport

State Reference : CA

Altitude.MSL.Single Value : 24000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Cargo Door

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6400

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 900

ASRS Report : 452599

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Resolatory Action.Flight Crew : Declared Emergency

Consequence.Other : Maintenance Action

Situations

Aircraft.Make Model.Value : 148.32

Aircraft.Aircraft Component.Value : 52

Supplementary

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative :

WE DEPARTED LAX TO PDX WITH A L PACK MEL'ED UNDER MEL XY-Y WHICH ALLOWS PRESSURIZED FLTS ON ONE PACK ONLY UP TO FL250. AS WE LEVELED OFF AT FL240 THE CABIN NEVER STABILIZED AND CLIMBED STEADILY AT 500 FPM. WE RAN THE STABILIZATION ITEMS AND ABNORMAL CHECKLIST AS WE DESCENDED TO FL220. THEN FL180. AS THE CABIN REACHED 10000 FT WE WENT ON OXYGEN AND EXECUTED AN EMER DSCNT COORDINATED WITH CTR AND ASSOCIATED CHECKLIST. AS THE CABIN DSCNDED BELOW 10000 FT WE COORDINATED AN INFLT RE-RELEASE BACK TO LAX WITH OUR DISPATCH. WITH THE HELP OF BFL APCH WE ORGANIZED A 3500 POUND FUEL DUMP TO MEET OUR LNDG WEIGHT REQUIREMENTS THEN RETURNED TO AND LANDED SAFELY AT LAX. WE COMPLIED WITH FAR'S, POLICIES AND PROCES AS OUTLINED BY OUR COMPANY GENERAL OPERATING MANUAL AND ACFT OPERATING MANUAL AND ALSO USED GOOD CRM SKILLS TO LAND SAFELY. I THINK THAT OLDER AIRPLANES LIKE THE B727 EQUIPPED WITH CARGO DOORS (ALWAYS LEAKING) SHOULD NEVER BE ALLOWED UNDER ANY MEL TO FLY ON ONE PACK ONLY ABOVE 10000 FT MSL IN THE INTEREST OF SAFETY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE DIRECT CAUSE OF THE PRESSURIZATION FAILURE WAS THE LEAKING AFT CARGO DOOR SEAL. THE RPTR SAID WITH ONE PACK DEFERRED AS INOP AND SINGLE PACK OP THE AIRPLANE WILL JUST HOLD FL250 marginally with good door seals. THE RPTR SAID THIS IS AN OLD AIRPLANE AND NEEDS EXTRA CARE AND ATTENTION BUT DOES NOT GET THE NECESSARY MAINT.

Synopsis :

A B727-200 AT LEVEL OFF AT FL240 STARTED AN EMER DSCNT DUE TO UNABLE TO MAINTAIN CABIN PRESSURE ON ONE OPERATIVE PACK CAUSED BY A LEAKING AFT CARGO DOOR SEAL.

Time

Date : 199910

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : GA

Altitude.MSL.Bound Lower : 10000

Altitude.MSL.Bound Upper : 10400

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ATL.TRACON

Make Model : Learjet 31

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 2400

ASRS Report : 453299

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

A NORMAL CLRNC BEFORE ENG START STATED TO FLY ATL 4 DEP MAINTAIN 14000 FT. IT WAS READ BACK BY CAPT WITH NO ATC OBJECTION. THE PNF QUESTIONED THE 14000 FT DURING TAXI OUT TO RWY, BECAUSE THE DEP PLATE SHOWS 10000 FT. I ASSURED HIM THE READBACK WENT SUCCESSFULLY. AFTER CHKING IN WITH DEP CTL, THE PNF STATED THE CLB TO ALT WITH NO OBJECTIONS. THE CTLR WHO ROGERED OUR CLB TO 14000 FT THEN CALLED US WHEN WE WERE PASSING THROUGH 10400 FT, ACTING AS IF WE WERE CLRED TO 10000 FT. WE STATED WHAT WE KNEW AS FACT, STARTED DOWN TO 10000 FT FROM ABOUT 10700 FT, GOT RECLRED TO 14000 FT, AND WERE GIVEN A 30 DEG VECTOR TOWARDS OUR ON COURSE HDG. ATC FAILED ON 2 HEARBACKS IF THEY WANTED US AT 10000 FT. PLTS GAVE THEM AMPLE OPPORTUNITY TO ENSURE SAFETY. THEIR PERFUNCTORY ATTITUDE IS TO BLAME ON MOST OF THE INCIDENT. THE FLC COMPLACENCY FOR NOT QUESTIONING THE AMBIGUOUS CLRNC WHILE TAXIING OUT WAS THE OTHER PART OF THE BLAME. THE LESSON IS FOR ATC TO LISTEN TO READBACKS AND PLTS TO QUESTION ATC ON CLRNCs THAT CONFLICT WITH PUBS.

Synopsis :

A CPR LJ31 FLC DEPARTING ATL FAILED TO LEVEL OFF AT THE ASSIGNED ALT.

Time

Date : 199910
Day : Sat
Local Time Of Day : 0601 To 1200

Place

State Reference : CA
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON
Make Model : B737-400

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13500
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 250
ASRS Report : 453305

Person / 2

Function.Observation : Company Check Pilot
Function.Flight Crew : First Officer
Experience.Flight Time.Total : 11900
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1600
ASRS Report : 453308

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS PF ON THE LAST LEG OF IOE WITH A CAPT IN THE R SEAT. WE WERE CLRED DIRECT TO ARCHI, TOLD TO DSND TO 7000 FT, AND EXPECT THE FMS VISUAL APCH. THEN, WHILE DOING ALL OF THAT, TFC WAS CALLED OUT ON THE L, AND WE WERE TO RPT THAT IN SIGHT, WHICH WE DID. WHEN PASSING ARCHI, WE DSND TO 6000 FT. THEN THE CTLR STATED, 'DSND TO 6000 FT, I SEE YOU ARE THERE ALREADY, MAINTAIN 6000 FT,' AND THEN HE CLRED US FOR THE FMS BRIDGE VISUAL. THE REST OF THE APCH WAS UNEVENTFUL. THE COMBINATION OF MANY INSTRUCTIONS AT ONCE ON A BUSY APCH, AND BEING NEW IN THE AIRPLANE AND L SEAT CAUSED US TO OMIT THE 'EXPECT' IN OUR THOUGHT PROCESS.

Synopsis :

AN ACR FLC FLYING A B737-400 DSND S BELOW THEIR ASSIGNED ALT AT SFO.

ACN: 453351

Time

Date : 199910

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : I90.TRACON

State Reference : TX

Altitude.MSL.Single Value : 3700

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : I90.TRACON

Make Model : Regional Jet C165

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 2700

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 1000

ASRS Report : 453351

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 270

Experience.Flight Time.Type : 5000

ASRS Report : 452680

Person / 3

Function.Controller : Departure

Function.Controller : Radar

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER DEPARTING IAH, WE CONTACTED DEP STATING THAT WE WERE CLBING THROUGH 3700 FT FOR 5000 FT. THE CTLR TOLD US TO LEVEL AT 4000 FT AND ASKED WHO CLRED US TO 5000 FT. WE LEVELED OFF AT 4000 FT WITHOUT EXCEEDING THE ALT BY 100 FT. AFTER REVIEW, WE ACCIDENTALLY SET 5000 FT INSTEAD OF 4000 FT IN THE ALT PRE-SELECTOR.

Synopsis :

AN ACR FLC FLYING A CL65 FROM IAH FAILED TO PROPERLY SET THE ALT SELECTOR AND REALIZED THEIR MISTAKE AFTER CHKING IN WITH DEP CTL.

Time

Date : 199911

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : B737-300

Component / 1

Aircraft Component : Flap/Slat Control System

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12400

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 6400

ASRS Report : 455283

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Other Personnel : Dispatcher

Person / 4

Function.Oversight : Flight Attendant In Charge

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.Flight Crew : Overcame Equipment Problem

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Narrative :

THIS WAS WHAT WAS WRITTEN IN THE ACFT LOGBOOK UPON LNDG: 'ON APCH, WHEN PUTTING DOWN FLAPS, THE (FORWARD PANEL) LEADING EDGE FLAPS TRANSIT LIGHT (AMBER) WOULD NOT GO OUT AND THE LEADING EDGE FLAPS EXTENSION LIGHT (GREEN) WOULD NOT COME ON. THE OVERHEAD 'LEADING EDGE DEVICES PANEL' LIGHTS INDICATED NORMAL. WE LANDED WITH 15 DEGS FLAPS PER AIRLINE'S QRH PROCS AND UPON TOUCHDOWN, (ALTHOUGH VERY SMOOTH), THE (FORWARD PANEL) 'LEADING EDGE FLAPS TRANSIT' LIGHT WENT OUT AND THE 'LEADING EDGE EXTENSION' LIGHT CAME ON.' ALL 'NON-NORMAL' AND COMPANY PROCS WERE FOLLOWED, INCLUDING NOTIFYING COMPANY DISPATCHER, COMPANY OPS, ATC, ETC. COCKPIT RESOURCE MGMNT WAS USED ON THE FLT DECK AND WITH THE FLT ATTENDANTS. THE PAX WERE KEPT ABREAST OF THE SIT AS WELL. THE QRH PROCS WORKED WELL. IT'S A GREAT ADDITION TO OUR FLT DECK. THE FO WAS A 'NEW HIRE' (IN HIS FIRST YR) AND PERFORMED VERY WELL WITH QRH PROCS, COMPANY PROCS, AND CRM PROCS (RIGHT OUT OF THE FLT OPS MANUAL AND POH). HE DID A FINE JOB.

Synopsis :

WHILE ON APCH TO PHL, A B737-300 CAPT EXPERIENCED AN AMBER 'IN TRANSIT' FLAP LIGHT WHICH WOULD NOT EXTINGUISH. THE CAPT FOLLOWED THE QRH AND LANDED AT FLAPS 15 DEGS.

Time

Date : 199911

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PVD.Airport

State Reference : RI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PVD.Tower

Make Model : B737-800

Aircraft / 2

Controlling Facilities.Tower : PVD.Tower

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 11410

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 1320

ASRS Report : 455450

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Person / 4

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 2

Independent Detector.Other.Flight CrewB : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Provided Flight Assist

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE TAXIING FROM THE TERMINAL TO RWY 34 VIA TXWY T1, TXWY C AND TXWY K. WE WERE TOLD TO HOLD SHORT OF RWY 5R/23L. AS WE MADE THE TURN FROM TXWY C ONTO K, A JET TOOK OFF IN FRONT OF US USING RWY 23L. AFTER TURNING ONTO TXWY K, I LOOKED FOR THE HOLD SHORT LINES ON TXWY K. WE WERE LOOKING DIRECTLY INTO THE MORNING SUN. I SAW SOME HOLD SHORT LINES PRIOR TO RWY 23L, BUT AFTER LOOKING AT THEM FOR A FEW SECONDS AND GETTING CLOSER TO THEM, BOTH THE CAPT AND I REALIZED THAT THEY HAD BEEN PAINTED OVER. JUST THEN, PVD GND ADVISED US TO HOLD SHORT OF RWY 23L, THAT WE HAD PASSED THE HOLD SHORT LINE. I TOLD GND THAT WE WERE HOLDING SHORT, THAT WE KNEW THAT WE HAD PASSED THE HOLD SHORT LINE, BUT THE LINE WAS VERY DIFFICULT TO SEE TAXIING TOWARD THE SUN. NO OTHER COMMENT WAS MADE BY GND OR ME.

Synopsis :

AN ACR FLC FLYING A B737-800 RPTS ACKNOWLEDGING TO GND CTL AT PVD THAT THEY FAILED TO STOP AT THE HOLD SHORT LINE TO RWY 5R/23L.

Time

Date : 199912

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TLH.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TLH.Tower

Make Model : Brasilia EMB-120 All Series

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 230

Experience.Flight Time.Type : 1300

ASRS Report : 458506

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Consequence.Other : Company Review

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

WHEN THE PWR LEVERS WERE ADVANCED FOR TKOF, THE TKOF CONFIG WARNING SOUNDED. WE ABORTED THE TKOF AND CONFIRMED THAT THE ACFT WAS INDEED IN THE PROPER CONFIG. ALL CTLs AND SWITCHES WERE NOMINAL. WE COORDINATED FULLY BETWEEN COCKPIT AND CABIN CREW AND COMPANY OPS. THE CAPT BRIEFED THE PAX. CONTRACT MAINT TESTED THE SYS AND FOUND NO ANOMALIES. THE FLT DEPARTED UNEVENTFULLY. THE EMB-120 HAS A HISTORY OF THESE 'PHANTOM CONFIG WARNINGS' WHICH CREATES AN ATMOSPHERE OF DISTRUST AMONG VETERAN PLTS. WE ARE OBLIGATED TO TREAT THESE WARNINGS AS GENUINE AND ON THIS DAY THE ABORT WAS AT THE VERY INITIATION OF THE TKOF ROLL. I HAVE PERSONALLY EXPERIENCED THIS PROB ON A FEW PREVIOUS TKOFS. THANKS TO GOOD TRAINING AND A GOOD CRM ENVIRONMENT, THE CREW HANDLED THIS SIT SMOOTHLY. BECAUSE OF THE NEGATIVE BEHAVIORAL CONDITIONING, I BELIEVE THAT MOST, IF NOT ALL, BRAZILIA (EMB120) CAPTS WOULD OPT TO CONTINUE THE TKOF WITH THIS WARNING IN ALL BUT THE LOW SPEED REGIME. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR IS ONE OF HIS AIRLINES UNION SAFETY REPRESENTATIVES, INDICATES THAT THIS IS A RECURRING ITEM FOR THIS ACFT. HE HAS HAD TWO TO THREE OF THE INCIDENTS EACH YEAR IN THE THREE YEARS HE HAS BEEN FLYING THIS ACFT. HE INCLUDES THE POSSIBILITY OF THE FALSE WARNING IN HIS BEFORE TKOF BRIEFING AND IS CONCERNED ABOUT THE DEVELOPMENT OF COMPLACENCY AMONG THE CREWS WHEN PRESENTED WITH TOO MANY FALSE WARNINGS. WHEN REVIEWING THE INCIDENT WITH HIS MANAGER HE WAS TOLD THAT THEY ARE COMMON AND THAT THE PLTS HANDLE THEM WELL. THERE WAS NO INDICATION THAT HIS COMPANY PLANS ANY CORRECTIVE ACTION.

Synopsis :

EMB-120 PLT REJECTS TKOF ON ACCOUNT OF CONFIG WARNING THAT WAS FOUND TO BE FALSE.